

£8,500 HOME HELPER

Arrow draws the big shots

Pay advance plan lets in the single buyer

HOPES of many Royal Navy personnel of becoming home owners will receive a considerable boost from improvements announced to the Long Service Advance of Pay Scheme which over past years has already helped thousands on to the housing ladder.

A feature of the improvements — and one often advocated in recent years — is its extension to single personnel. As in the case of married people, they have to be aged at least 25.

Under the improved scheme, starting from April 1, the maximum sum available is increased from £3,500 to £8,500 (or six months salary if less), so reversing the erosion of value of the scheme.

In an interview with Navy News last month, the Second Sea Lord, Admiral Sir Brian Brown, referred to the emphasis on home ownership among Navy personnel and said there was high priority in trying to

increase the sum available so that the scheme remained credible in terms of what people needed to get into the housing market.

Now, in announcing that the protracted negotiations had been successfully concluded, Admiral Brown said the improvements recognised the increasing difficulties faced by personnel wishing to aspire to home ownership.

It was a significant and retention-positive enhancement to conditions of service, involving a scheme which is exclusive to the Royal Navy and which benefits officers and ratings, male and female, married and single.

Detailed rules have yet to be published, but it is likely that under the new arrangements there will be a legal charge on the property, assigned in favour of MOD, to ensure the security of the loan in the case of early departure from service.

Other rules are likely to remain unchanged, including the provisos that to be

What a planker...

HMS Cardiff went right off Lieut. Nick Murphy when he failed to turn up for the "crossing the line" ceremony.

For not paying proper respect to King Neptune, the destroyer's crew made him walk the plank. Unfortunately, Neptune didn't fancy him much either...



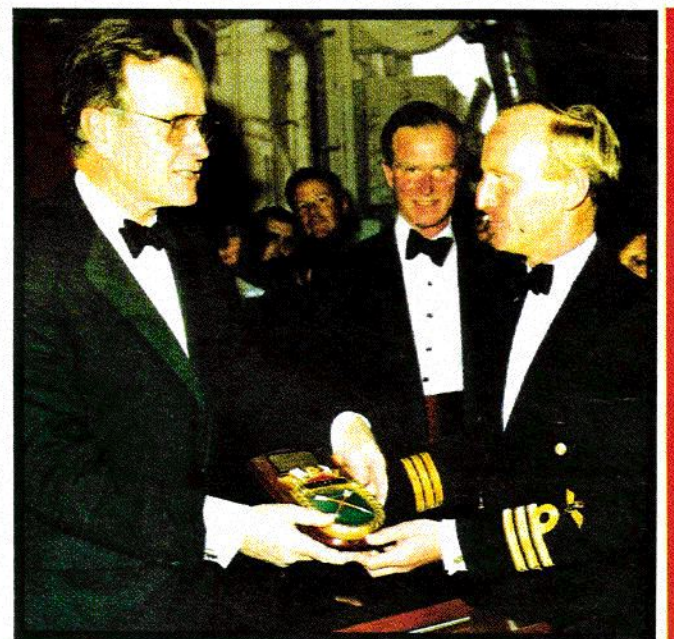
VISITS by US President George Bush and British Premier Mrs. Margaret Thatcher provided a VIP finale to HMS Arrow's West Indies guardship role.

In Hamilton, Bermuda for a US-UK summit, the President and Mrs. Thatcher (seen being warmly greeted) attended a reception on board. Ship plaques were presented to Mr. Bush and Mrs. Thatcher by the commanding officer, Cdr. Richard Davey (right) and they and other VIP visitors watched Beat Retreat by a combined band of the Royal Marines (CINCFLEET) and the Royal Bermudian Regiment.

Informal

Later Mrs. Thatcher spoke informally to ship's company members on the flight deck, thanking them for their West Indies duties. She also presented the LS and GC medal to CMEM George Mackay — whose wife Linda, a CWRENWTR, had received her own medal at HMS Raleigh the previous day.

Pictures: CPO(Phot) Paul Wellings, DPR(N).



Invincible gets the girls

SO FAR some 350 members of the WRNS have volunteered for early sea service, and professional courses to prepare them for sea are expected to be well under way this month.

Other WRNS members who have indicated interest are expected to come forward later in the year or at the end of their current appointments or drafts.

Present plans are for the first women to go to sea towards the end of November, with HMS Invincible now probably the first ship to receive a WRNS complement, rather than HMS Fearless as reported last month.

A further call for volunteers from those currently serving will be made later in the year. At the same time implementation planning is being

based on the assumption that from the autumn all women entering the WRNS will be required to accept liability for sea service.

If so, RN and WRNS personnel will then receive common training, relevant to their specialisations, and will follow common career patterns, including appropriate ship service.

MAJA'S MAGIC

Lieut. Maja Trommelen, one of two female officers of the watch in the Dutch ship HNLMS Callenburgh, warmed HMS Cornwall to the idea of Wrens at sea when she came on board to take a turn at conning a tricky replenishment-at-sea operation — see back page.



Victory's bedside manner



HAVING raised nearly £300 at the annual carol service on board HMS Victory the money was converted into pressure-relieving equipment which was given to Victory Ward at the Queen Alexandra Hospital, Cosham.

An original water colour of HMS Victory, which was specially commissioned, was

also presented to the staff and patients of Victory Ward to be placed alongside their many souvenirs of the ship.

LS Neil Habberley, PO Kevin Connor and Lieut. Frank Nowosielski are pictured with Mr Stanley Butt during their visit to the ward.

WHISKERS AWAY!



MEMBERS of 800 Squadron onboard HMS Invincible had a close shave when they helped raise money for the British Institute for Brain Injured Children.

PO Vic Tunstall, bearded for 21 years, and PO Duncan Kennedy, with nine years growth, were amongst those who volunteered their services — and their whiskers — to raise the magnificent sum of £630.50p.

The institute, located near Bridgwater in Somerset, is funded entirely by voluntary contributions and is the only institute in Europe to teach parents how to cope with brain injured children as well as assisting the children themselves.

Pictured presenting the cheque to Rita Hooper, of BIBIC, are, from left, AEM Sid Cunningham, Lieut. Keith Furlong, CPO Bob Coombes, PO Duncan Kennedy, (front) CK Jan Bond, CK Dicky Dawson and LAEM Guy Squibb.

TEAM members from C Watch Flag Officer Sea Training Communications Staff at Portland, Dorset, put their best feet forward when they entered the annual Plymouth and Plym Valley Lions Club's Dartmoor Charity Marathon Walk.

The five-strong team raised £169 on behalf of the Guide Dogs for the Blind Association, and they were also awarded the Services' Cup and a cheque for £200 from the Lions Club for being the Service team to raise the most money.

At a recent presentation ceremony the £200 cheque was presented to Mr Mike King, from the Guide Dogs for the Blind Association, by Rear Admiral Bruce Richardson, Flag Officer Sea Training.

Also present were, from left, WRO Vicky Patter, WRO Lisa Grant, WRO Sara Game, RS Mark Wardle and LWRO Linda Armstrong — with guide dog Balloo looking on.

C Watch go walkies



SHOW TIME AT SULTAN



HMS SULTAN, the Navy's marine engineering school at Gosport, has presented a cheque for £9,000 to King George's Fund for Sailors.

The donation is part of the money raised by the popular and highly successful Sultan Summer show of 1989 and is double the amount given to the Fund by the establishment in previous years.

The £9,000 cheque was handed to the Commodore of HMS Nelson, Commodore

Chris Hebron (Chairman of the Fund's South East Hampshire District Committee), at a special ceremony in Portsmouth.

Also present were Second Officer Helen Page, LWPT Janine Burns, Lieut. Mark Darbin, CPO Paul Taylor and WO(CA) John McKinney.

This year's Sultan Show takes place on the establishment's Polo Field on June 2 and 3 and all money raised will go towards local and Naval charities.

Helping Hands

Valiant in at the deep end

MAKING waves in the pool at Strood Sports Centre, Gillingham, were several members of the ship's company from HMS Valiant who were narrowly beaten in a swimming gala during a fund-raising water spectacular for the Valiant Swimming Club for Handicapped People.

Organised along the lines of "It's a Knockout" Valiant and several local teams took part in a series of aquatic events and thanks to sponsorship from the

boat a cheque for £100 was presented to the club which helps handicapped people to learn how to swim and have fun while exercising.

Valiant's affiliation with the club began when the submarine was based in Chatham and each year the team travels from Faslane to Gillingham to assist with fund-raising efforts.

The ship's company of the Bird Class patrol boat HMS Kingfisher gave their namesake, the Kingfisher Children's Ward at Redditch Hospital, a big lift by bench-pressing the weight of their ship.

Everybody contributed at least a few pushes but the target of 240 tons was reached largely due to the efforts of AB(M) Dixon and AB(R) Bancroft.

The pair of Arnold Schwarzenegger devotees each lifted 34 tons and over £600 was raised for the children's ward.

The naval and civilian staff at COMMEN Whitehall have been busy raising money for their adopted charity, the Riverside Neo-Natal Unit at Hamersmith Hospital, and thanks to a Christmas draw started last

August along with sponsored slims, road races and swimming events £3,000 has been presented to the hospital.

HMS Phoebe, the Leander Class frigate, has returned to Devonport having participated in FLEETEX off the east coast of America and during her passage home six officers, Lieut.-Cdr. Adrian Whyntie and Lieuts. Peter Harry, Phil Shaw, Stuart Robinson, Andy Welch and Dave Bucknell kept a game of Mah-Jongg going for 24 hours non-stop.

The team were sponsored by the ship's company during their marathon and £425 was raised for the ship's "charity chest".

Officers and ratings from HMS Dryad, the School of Maritime Operations "ran up" a grand total for St Mary's Hospital Children's Ward, Portsmouth.

The "fun runners", who all work in Cook Building which houses the largest suite of computerised real time simulators in Europe, amassed a staggering £133 in their collection buckets as they ran around the establishment.

The children's ward became Cook Building's adopted charity at the end of last year and since that time the young patients have benefited from two colour televisions and over £350.

Future fund-raising events include a cake stall, sponsored slim and skittles night.

French sauce — and Dutch courage

Here are two lucky men with the girls who made a wish come true . . .

When Lieut.-Cdr Mike Davis, First Lieutenant of HMS Otus, entered a Rowntree's chocolate competition he had to complete the phrase "I want a woman that can . . ." — and he asked for a French lesson from a French maid.

Rowntree's duly obliged with pretty au pair Amanda Wiseman (left) who arrived on board the submarine at Gosport with a linguaphone

course to help him continue his studies at sea — and four boys from a special school in Kent on a visit sponsored by the company through the National Children's Homes.

Meanwhile when HMS Glasgow's PO Brian Merret was talked into shaving off his beard for charity he decided he needed a drop of Dutch courage.

Newcastle Breweries from Brian's home town responded with a case of Old Peculiar — and Miss Durham City, Helen Ruddick, helped ease the pain by applying the scissors and razor herself.

As a result of her handiwork, the Freeman Hospital in Newcastle and York Hill Hospital, Glasgow benefitted to the tune of £300.



Bases get a new manager

MANAGERIAL responsibility for the naval bases at Devonport, Portsmouth, Rosyth, Faslane and Portland has been transferred from the Chief of Fleet Support, Vice-Admiral Sir Jock Slater, to the Commander-in-Chief Naval Home Command, Admiral Sir Jeremy Black.

Most base activities have also been formed into a single business unit at each base under the command of the Naval Base Commander.

These activities include base services, port operation and marine services, accommodation centres, operational maintenance, medical facilities and nuclear and environmental safety.

The new steps are essentially management changes preparing the way for the introduction in April, 1991 of the MOD-wide New Management Strategy (NMS).

Primary aim of NMS is to secure better value for money from the MOD's running or operating costs through closer alignment of financial accountability with line management responsibilities.

NMS provides the framework to link resource allocation to the operation of activity budgets.

Of the 21 top level budget holders with the Ministry from next year, one will be the Commander-in-Chief Naval Home Command. His budget will include the costs of the five UK Naval Bases.

To mark the transfer of managerial responsibility, Vice-Admiral Slater visited Portsmouth to present five token paperweights, each representing one of the five naval bases, to Admiral Black.

The weights were presented under the inscription "You have the weight."

The Royal Navy is the lead service for the 1990 Royal Tournament at Earls Court Exhibition Centre from July 11 to 28 — the 100th since it was first staged in 1880.

Sea Soldiers to star

This year's Royal Tournament focuses on the Sea Soldier, tracing the history of the Royal Marines from 1664 to their part in the Falklands war. A backdrop of a huge man-of-war dating back to Nelson's time forms the backdrop.

The Royal Marines action act will be one of the most spec-

tacular ever attempted here.

Set in the Arctic, it features a huge ski slope and high slides. Royal Marines will perform all kinds of skiing feats including jumps, somersaults and trick skiing from great heights as they attack an Arctic enemy.

The Grand Finale will present a salute to the Marines with Marine Corps from the United States, Spain and the Nether-

lands taking part.

It will be crowned by a 25ft diameter globe which will be lowered from the roof to form the Royal Marines' cap badge amid fireworks and cannon fire.

Other highlights will include the ever-popular Royal Navy Field Gun competition; a celebration of the 50th anniversary of the Battle of Britain; the

King's Squad continuity drill display; the King's Troop Royal Horse Artillery; the Army's White Helmets motor cycle team; and the Massed Bands of the Royal Marines.

The show will continue to pursue its original purpose of raising funds for Services' charities.

Tickets range in price from £6.000 to £18.50 and are al-

ready available from the box office at Earls Court Exhibition Centre, Warwick Road, London SW5. Tel: 01-373-8141.

Party rates, concessions and reduced cost travel are also available including a special deal with British Rail who are offering a 25 per cent off day and saver return tickets.

● Preparations are also under way for this year's spectacular HMS Sultan Show, which takes place at the Gosport establishment on June 2 and 3.

Arena displays will include the Royal Marines unarmed combat display team, the Royal Military Mounted display team, MOD Dog Handlers, and the HMS Daedalus mast display team.

There will also be a fun fair with hundreds of stalls, making the show a great day out for the family.

More than 17,000 visitors poured through Sultan's gates last year — and the target for 1990 is to attract over 20,000.

The event is now established as one of the major summer shows in the South.

Herald harks back to Gulf

Much-travelled HMS Herald is busy with oceanographic survey work in the Norwegian Sea. But her service in the sunny Gulf in support of mine countermeasures operations has not been forgotten.

There was snow on the deck when the latest batch of General Service (Gulf) medals was presented to four members of her ship's company.



OVERSPEEDING ENGINE HERO COMMENDED

A petty officer engineer who prevented an overspeeding engine in HMS Hurworth from exploding, has been awarded the Flag Officer Scotland and Northern Ireland's Commendation for Bravery.

While exercising in the Forth Areas, a fault developed in a starboard main engine of the Hurworth and when all attempts to shut it down failed POMEM(M) Patrick Glackin left the Ship's Control Centre and entered the engine room.

With an explosion now imminent, PO Glackin climbed over the overspeeding engine and shut it down.

The bravery citation says: "Showing complete disregard for his own safety PO Glackin's actions without doubt prevented serious mechanical damage and possible serious injury to members of the ship's company."

He is seen here receiving the Commendation from Commodore Graham Johnston, Commodore Minor War Vessels and Mine Warfare, on board the Hurworth in Rosyth in the presence of the ship's company.

PO Glackin, who joined the Navy in January 1970, has served in the Hurworth since May 1988. Married with two children, he lives in Devon.

Doors open for Wrens at sea

FOR the past few months the deployment of Wrens to sea has been a high topic of conversation and, by the time you read this Drafty's Corner from the S&S and Medical Drafting Team, the way ahead will have developed further and the first draft orders will have been issued.

For the S&S, there is involvement across the board for WRNS WTRs, SAs, CKs and STDs, while on the medical side, the present requirement rests

with WRNS DSAs and QARNNS MAS.

Accordingly, no surprise that there will have been much activity in D5 Section at HMS Centurion as the Drafting

Desks, as ever, have endeavoured to balance the plot to give the WRNS, as well as their male counterparts, a best, and equal, chance of achieving preference.

Still early days, of course, but the ultimate aim is to bring benefit to all — increased job opportunity and challenge for the WRNS and an easing of the pressure on time ashore for the males, particularly, for the S&S for example, in the case of Stewards.



"Taking over from you two should be no contest!"

Stewards make advances ashore

Further advances for the Stewards are reported by Lieut.-Cdr. Bob Carr.

Traditionally, employment for STDs has, in the main, been in Wardrooms and Retinues. In many ships, the STD Senior Rate has quite rightly been nominated WR Mess Manager but, ashore, there has been less scope to make wider use of their hotel services management expertise.

Messes

Now, however, job opportunities for CPOSTDs and POSTDs has been expanded to include Senior Rates Messes and it will be a great encouragement soon to see a CPOSTD in HMS Osprey as WOs' and CPOs' Mess Manager and a POSTD running the POs' Mess in HMS Collingwood.



Drafty

Supply and Secretariat; Medical

By the end of the year, the plan is to have CPOSTDs in HMS Daedalus, Heron, Neptune and Seahawk and POSTDs in HMS Heron and Sultan. Through next year and into 1992, the programme will complete with a CPOSTD moving into HMS Collingwood's Senior Mess and POSTDs into the Petty Officers' Messes in HMS Daedalus and Dolphin.

The message to those who wish to be considered is to put down a marker by C240; SR WRNS will be included and all will be given a fair hearing but timing and ERD will obviously play a major factor in selection.

On course for POCA

Recent changes announced by DCI have done much to improve the route to POCA.

It opens the way for POCKs to qualify without the need for

probationary sea time, allows WRNS Cooks to come into consideration for catering training and, importantly, for the 'old style' LCA (LCK(CA)), extends the time for qualification, under modified rules, until March 31, 1993.

Board

For the future, the method of qualification will, in broad terms, be based on the Fleet Examination for POCK, Provisional Examination for POCA, Selection Board and Course at the RNSS, HMS Raleigh.

There is a lot more detail, so please read the DCI and for note in the diary, the first POCA Course is due to start on October 1 — and there are still a few places to fill!

Catering Drafty moves on to Osprey

This is Lieut.-Cdr. Carr's final piece for Navy News. He took on Cooks, Stewards and Caterers drafting in June 1987 and will be off to join HMS Osprey as Captain's Secretary next month.

It has not been an easy time with manpower shortages and some 3,500 of you and quite a few Supply Officers owe a lot to his hard work, ingenuity and consideration for the 'man'.

Many thanks and best of luck, Bob — and a warm welcome to Lieut.-Cdr. Terry Morris who joins the team from HMS Mercury on June 12.

Training quotas for Medical Branch

THE Medical Drafting Officer, with a year under his belt at HMS Centurion, writes that one of the least understood parts of the medical drafting anatomy is the business of Basic and Higher Professional Training Quotas.

He explains that, in addition to the General Service sea and shore requirement, the Medical Branch has the task of support to Submarines and the Royal Marines. This entails a substantial annual training bill.

Manning

For SM training, in the first instance, volunteers from any MA/MT rate with manning clearance, are used.

If the quota remains unfilled after all volunteers have been taken, which is usually the case,

then AB MAs are drafted in from the top of the Sea Bill.

The needs of RM CDO training are met similarly but here volunteers are well in excess of target.

The consequence is that those not selected for CDO training can find themselves diverted to that for SMs.

The aim for the current training year is to qualify 20 MA(SM)s and 16 MA(CDO)s.

To complete the picture, the final need is for a yearly intake of six for Operating Department Assistant.

MAs and QARNNS MA(Q)s are eligible to volunteer and from any rate.

Manning clearance overrides but there is presently no shortage of candidates.

Courses

Open to all MAs, MTs and QARNNS, the Higher Professional (Source Branch) Training courses are controlled by Surgeon Commodore (Naval Medicine and Training) and co-ordinated by the In-Service Training Officer (Nursing) and Officer-in-Charge RNMS.

Currently, eight MAs, five MTs, three RGNs and five ENGs are on course, ranging from Sick Children's Nurse to

Physiotherapy and RGN Conversion.

The variables in the jigsaw are course availability, finance and manning; start dates often have to be delayed but just remember that everything comes to he or she who waits!

QAs still required on LFS roster

Last October, Navy News ran a feature on Quarters Assistants (as they then were) and pointed the question for volunteers to transfer into this sideways entry branch.

The door is still open and WREN ABs and LWRENs who enjoy a challenge and thrive on responsibility remain much in demand.

Interested? Then read DCI 295/88 and get your DO to arrange an acquaint in HMS Nelson.

And for those QAs already in Branch, don't forget to get your name on the LFS roster: there are jobs in Gibraltar, Italy and Belgium and it's a great help to the Drafting Officer if she knows what you want in good time.

The backyard or mines. Which would you rather sweep this weekend?

Washing the car, weeding the patio, watching the repeats on TV. It's enough to make grown men run away to sea.

Join the Royal Naval Reserve and we can promise you the excitement you've been missing out on.

The modern RNR is expanding to augment the Royal Navy. It provides unique spare-time opportunities for young men and women to broaden their horizons, ashore and afloat, and to learn a variety of new skills.

Some may train to man, or even command Fleet Minesweepers or Patrol Craft, or to maintain mechanical and electrical shipboard systems. Others may qualify as Tactical Radio Operators, Divers, in Naval Control of vital economic Shipping or in Casualty Care.

There are good opportunities to become officers if suitably qualified. Merchant Navy Officers of all specialisations can advance their careers with RNR training.

If you can give us one or two nights a week, several weekends and one fortnight a year, you will enjoy in return the chance to travel, to make new friends, learn new skills — and be well paid for it, plus a tax-free Bounty of up to £600.

Interested in the Royal Navy but not full-time? If you are aged 16 (17 for WRNR) to 33; 18 to 30 for officers; under 35 or 45 if ex-merchant Navy or Royal Navy respectively, fill in the coupon for more details.

(You'll find our odd jobs a lot more rewarding.)

To: Captain C. W. Pile RN, Office of the Commander-in-Chief, Naval Home Command (TA2(R)), HM Naval Base, Portsmouth PO1 3LR

Please send me without obligation full details about joining the Royal Naval Reserve

NN/5/90

Name Mr/Mrs/Miss (Block Capitals)

Address

Age

Enquiries from UK residents only



"That's it. Now let's get out before the complaints start!"

Drafting team

ALL change with POWTR Kevin Rowan having left both Drafting Division and the Service.

Kevin was much involved in keeping Medical and QARNNS drafting on an even keel and we wish him all good fortune and a happy future ashore in S. Wales.

The same good wishes go to POWREN WTR Debbie Hampton who has made the short journey from HMS Dolphin to take on the Medical mantle, and has been with us for but one week — all success with your new charges.

THE DRAFTING TEAM

Drafting Commander & WOs' Appointer Cdr. Tony Ling (Ext 2381)

WTRs, SAs, QAs & ETS 1/O Susan Brookes (Ext 2455)

Office Manager & WTR SRs CPOWTR Taff Webster (Ext 2433)

WTR JRs & QAs & ETS CWREN Ingrid Gartside (Ext 2285)

SAs POWTR Howard Hale (Ext 2444)

CKs, CAs & STDs Lieut.-Cdr. Bob Carr (Ext 2456) (Lieut.-Cdr. Terry Morris (12/6/90))

CKs & CAs POWTR Steve Montgomery (Ext 2446)

STDs POWTR Jim Oliver (Ext 2575)

Medical, QARNNS & FS Lieut.-Cdr. Geoff Marshall (Ext 2570), POWREN WTR Debbie Hampton (Ext 2445)



EVOLUTION OF JUNO

A QUARTER of a century after being laid down at Thornycroft's Woolston yard at Southampton, HMS Juno is still going strong and looking forward to adapting to the latest innovation in a busy lifetime...

Around the end of the year she is scheduled to welcome on board her first contingent of sea-going Wrens.

Launched in 1965 and accepted into service in 1967, the Juno is a Leander class frigate; a class renowned for its excellent general purpose design and seaworthiness. Numerically, it is the largest class built for the Royal Navy since the Second World War.

HMS Juno has been extensively refitted to allow her to carry out her current role as the sea training ship for the Royal Navy's navigation and marine engineering officers. She has extra officer accommodation, a purpose-built lecture room and a large trainee navigators' charthouse, in which HMS Mercury navigating officer trainees plan their work before putting the theory into practice on the bridge.

Meanwhile, their colleagues from the RN Engineering College, Manadon, spend 21 weeks on board gaining practical experience. This allows them to take watchkeeping exams before going to ships as Assistant Marine Engineering Officers.

Although HMS Juno's role is mainly training, she is committed to Nato as an operational anti-submarine frigate and exercises regularly against submarines and aircraft.

Armed with two triple torpedo tube mountings capable of firing homing torpedoes, the Juno also has close-range anti-aircraft weapons, which can be used as well in the frigate's policing role against smugglers and terrorists.

To protect herself against missiles she carries two six-barrelled three-inch rocket launchers amidships. She also carries a Lynx anti-submarine helicopter.

Information from the Juno's sensors — including medium range sonar and medium and short range radars — is plotted in the operations room, while her communications equipment keeps her in touch worldwide.

HMS Juno's conversion for her training role was completed in 1985. Her turret and gun bay were removed and the forward end of the ship modified to allow her to billet up to 40 officers on courses and their instructors.



She completed a nine-month garage refit at Rosyth at the end of October, when the present ship's company took over from the Leander refit group. Trials followed until mid-December.

Christmas leave alongside in her base port of Portsmouth commenced with the shock news that her BOST at Portland would start at the beginning of the New Year — some two months earlier than expected.

The long days — and sometimes longer nights — that are part and parcel of basic opera-

tional sea training did much to enhance the team spirit in a company which had only come together two months previously.

With the continuation of her training role, the ship's company of HMS Juno will get to know Britain's coastline in perfect detail as navigators not only from the Royal Navy and Royal Fleet Auxiliary but also from foreign navies are trained.

This month (May) HMS Juno is scheduled to visit Newport and to join a Squadron gathering in Gibraltar.

Above: HMS Juno, of the Sixth Frigate Squadron, surges through her basic operational sea training off Portland earlier this year. In October she completed a nine-month garage refit.

Facts and figures

Displacement: 2,450 tons standard; 3,200 full load. Length: 113m. Beam: 12.5m. Draught: 4.5m keel; 5.8m screws. Propulsion: Two English Electric steam turbines driving through two large double reduction gearboxes, producing 30,000 shp. Two Babcock and Wilcox controlled Superheat Boilers, each capable of producing 147,000lbs of steam per hour at 550psi at 850 degrees F. Electrical supply provided by four alternators capable of producing 1,900 kilowatts. Speed: Up to 30 knots. Range: 4,000 miles at 15 knots. Complement: 160 ratings and 12 officers. Wea-

pons: two triple torpedo tube mountings capable of firing homing torpedoes; close range anti-aircraft weapons; two six-barrelled three-inch rocket launchers. Aircraft: one Lynx helicopter.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1955.

Seven battle honours in two years of War

SEVEN Royal Navy ships have borne the name Juno, the sixth of which accumulated seven battle honours in two hard-fought years of the Second World War.

This vessel was a Javelin class destroyer of 1,690 tons, built by Fairfield, of Govan, Glasgow, and launched in December 1938.

In May 1941 she was sunk off Crete by German and Italian aircraft; after being hit in the magazine by a bomb she sank in two minutes.

Back to the beginning and the first HMS Juno was a 32-gun frigate completed at Alexanders yard on the Thames in 1757. She assisted in the taking of Louisbourg in 1758.

The second Juno was almost identical to the first and was launched in 1780.

The third HMS Juno was a sixth rate frigate of 26 guns built at Pembroke Dock in 1844. In 1878 she became a police ship and was renamed the Mariner. Later she was made a training ship and called the Atlanta.

Mounting eight 64-pounders, the fourth HMS Juno was a wooden-hulled propeller-driven corvette of 2,216 tons.

The fifth HMS Juno was a second class cruiser of 5,600 tons, launched in 1895. She escorted King George V and Queen Mary on the 1901 tour of the Colonies and played a modest part in the First World War.

Battle honours: Louisbourg 1758 Cuddalore 1783 Toulon 1793 Atlantic 1939 Calabria 1940 Libya 1940 Crete 1941 Matapan 1941 Malta Convoys 1941 Mediterranean 1941.

Scrambled eggs?

Royal Navy bikers load up 300 Easter eggs at HMS Sultan for delivery to children in need throughout the Portsmouth area. Each year the RN Motorcycle Club visits local hospitals and homes with seasonal gifts — and in November it plans to support the annual TV appeal with a sponsored tour of UK establishments, riding machines loaned by Honda UK.



A bit of Britain at Caen

BRITAIN's contribution to the new museum at Caen dedicated to the Second World War battle of Normandy has reached £80,000.

Latest contribution from the British Friends of Normandy is an RAF Typhoon aircraft which now dominates the entrance to the £12m. Memorial De La Bataille De Normandie.

The committee has also acquired a Churchill tank, a model of HMS Mauritius, which was part of the D-Day bombarding force, and other British war material.

Set up to ensure a proper recognition of the role of British forces in the 1944 invasion and the battle of Normandy, the British Friends Committee has a target of £150,000 to acquire exhibits.

A team of British military historians has visited the museum to verify the accuracy of the British representation in the audio visual and other materials in the exhibition.

MARINE APPOINTMENTS SULTANATE OF OMAN

Tax Free Salary
Accompanied Status

MARINE ENGINEER OFFICER

(Rank of Lieutenant)

The Royal Yacht Squadron, Diwan of Royal Court in the Sultanate of Oman, wishes to appoint a Marine Engineer officer to a sailing vessel of traditional design with a sophisticated modern machinery fit. Applicants should have had a charge appointment (Frigate/Destroyer) in the Royal Navy or hold a Class 1 or 2 (Motor) Certificate of Competency. Preference will be given to those with good electrical and electronic background with operational experience of diesel electric propulsion.

Salary: Basic Pay Omani Rials 740 per month
Additional Allowance Omani Rials 148 per month

(equivalent to £1,405 per month at current rate of exchange, i.e. £1 = OR 0.632 as at 9 April 1990)

Age range: 28-45

This is a uniformed seagoing post therefore recent sea experience is required. Periods of family separation will be involved. Interviews will be held 21-22 MAY 1990 and the selected candidate will be required in post as soon as possible thereafter.

TERMS OF SERVICE INCLUDE:

- 2 year (renewable) accompanied status contract (family to follow on completion of 3 months probationary period)
- free furnished air-conditioned accommodation and utilities
- salary paid in Omani Rials, tax free and fully remittable
- generous tax-free end of contract gratuity
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Charles Kendall & Partners Ltd
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Realities of life outside the Navy

I WRITE in the hope of helping some of my ex-Opps, having left the Navy in November 1987 after serving nine years. The reasons, I feel, are of no great importance, but marriage and the birth of my son were deciding factors.

I had made inquiries about a position at Manchester International Airport, which I was assured was guaranteed. So I went ahead with an EVT in motor car maintenance, which other than benefitting myself, had no other constructive use. I didn't really take notice of what the Resettlement officers had to say. But some of what I did listen to proved contributory to my downfall.

I was told that on leaving the Forces I would be on the priority housing list — this proved considerably less than true. Obviously, my married quarter had to be vacated, but by this time we still hadn't heard about the various types of alternative housing we had applied for.

Luckily at the time my parents owned a small hotel in North Wales and, being off season, had room to put us up. As if this wasn't enough, I re-

ceived a letter from Manchester Airport to tell me my job was no longer available.

Being a holiday resort there was little off-season work, so I dropped to the level of life on the dole. After fruitless correspondence with various authorities about housing, we resigned ourselves to the fact that unless my parents actually kicked us on to the street we would not be re-housed.

Mistakes

Then my grandparents volunteered to put us up, but two adults and a 12-month-old baby don't do much for the blood pressure of a couple in their 80s. I got myself a job at a plastic mouldings factory, working permanent nights.

I suppose the pull to rejoin the Navy was strongest at this point, but having decided to leave, I was determined to stick by that decision. We got together enough money for a deposit on a house and eventually moved into our home.

By this time our daughter was well on the way. Thanks to the generosity of parents and relations from both families we now have our heads above water. We are no way financially secure, but we have at least

stopped the rot.

In writing this letter I am not seeking sympathy. I just thought that, having done things the hard way, I'd like to let people learn from my almost disastrous mistakes.

The main points I want to make about all this are that no matter how you are feeling, you must prepare yourself for one hell of a shock when you walk out of those gates for the last time. You would be well advised to have quite a substan-

tial "nest egg" because it certainly helps. And don't make the same huge mistake I made by choosing to ignore all the valuable information made available. Use your own judgment and filter all this information very carefully.

I send all of you best wishes for now and the future. Whether you leave the Navy or stay until retirement, plan your journey carefully. — **Charlie Atkinson**. Ex-LS(R) and ex-HMS Bristol. Bury, Lancs.

23 years service not good enough

I LEFT the Royal Navy in 1987 with 23 years pensionable service, having held the rate of Charge Chief Marine Engineering Artificer (ML) in nuclear submarines since 1978. I was qualified nuclear chief of the watch in both the Valiant and Warspite.

In 1989 I applied for and was accepted as an associate member of the Institute of Marine Engineers and registered as an Incorporated Engineer.

A few months ago an advertisement appeared for Engineer Officers Grade III with the Royal Maritime Auxiliary Service (operating RMAF tugs) at various naval ports. Although reasonably well settled in civilian life, I thought it would be nice to get back to sea and so applied for further information.

Imagine my surprise when I received a letter from RMAF in Bath stating that I did not hold the relevant qualifications and therefore could not be considered.

After providing details of my experience and qualifications, and including a copy of the entry requirements for the Institute of Marine Engineers, I received a letter stating that my qualifications were "not specifically aimed at the seagoing environment" and I did not hold a Department of Transport Class III certificate of competency or equivalent DOT certificate.

At this point I was beginning to question my career from 1964 to 1987 and whether I had really been competent to take charge of a nuclear submarine's propulsion plant for all those years. **P. Birch**. Ex-CCMEA(ML). Coventry.

Letters

'SENIOR RATES ARE LET DOWN BY PAY REVIEW'

CONCERNING the 1990 pay review, it seems that the powers-that-be have panicked themselves into solving the retention of junior rates problem by awarding substantial bonuses at various points in a rating's early career, provided they have not submitted 18 months notice of discharge.

The award of these bonuses will not solve their problems as, human nature being as it is, as soon as they receive the first bonus, then notice will be submitted. While any measure to help retention should be applauded, it

seems that all measures are very short-term and we are failing to look at long-term measures, in particular for senior rates.

The Review of Allowances and this latest pay review have improved the lot of the junior rates, but there has been little or no improvement for senior rates who have received no recognition of length of service or for the ever-increasing duties and responsibilities demanded of us, in many cases jobs that were formerly undertaken by officers.

I consider it imperative that major improvements to both Length of Service Pay and pensions and gratuities be made to at least recognise experience and the importance of the senior rate in the managerial sense that helps make the ship or establishment effective in its particular role. — **CPOWTR**. Rosyth.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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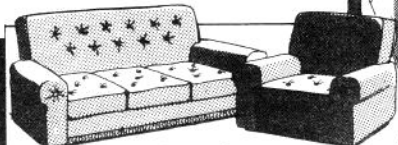


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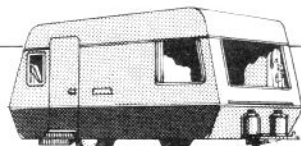


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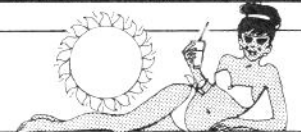
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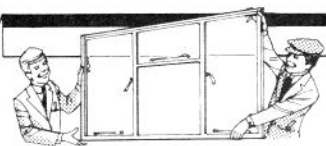
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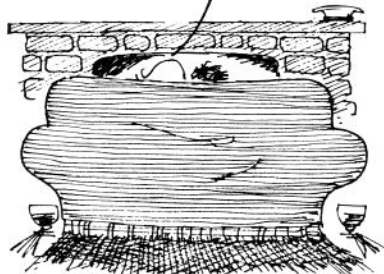
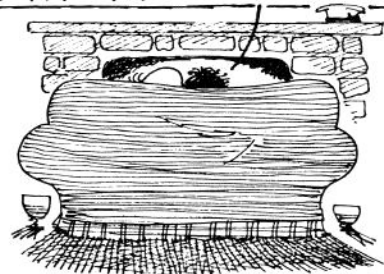
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MIND—OF YOU ON THAT COLD RAIN-SWEPT
JETTY—WAVING GOODBYE.....

WHAT WAS I
WEARING?



WHY AIRCRAFT HANDLERS MAY TAKE OFF SOON

THE POSA's letter (March) concerning waiting time for promotion, and the reply, left me wondering if someone could come up with similar statistics for promotions from POA(AH) to CPOA(AH).

Here are a few statistics of my own to help. Promotions to CPOA(AH) for 1990 are NIL. On a recent visit to a neighbouring unit the Second Sea Lord's Personnel Liaison team, while discussing manning, produced a list showing the num-

ber of billets for SR's against the actual number serving for certain branches.

For aircraft handlers it read as follows: POA(AH): Billets 92; actual number serving 135. CPOA(AH): Billets 45; actual number serving 68.

What hope has a POA with eight years seniority (ie me) got for promotion? Not much I fear. Those figures surely only leave me with two choices. Either stay a PO indefinitely, misemployed for much of the time, then be discharged at 40 with no chance of Second Open Engagement, or get out now while still young enough to start another career (hopefully).

I've made my choice, but hasn't anyone considered another batch of voluntary redundancies to alleviate the situation? — POA(AH). Cambs.

● In reply the Director of Naval Manpower Planning (Capt. W. J. Davis) said:

The AH overbearing is nowhere near as disheartening as at first it may appear, since nearly all the extra senior ratings in the branch are employed in AC billets and will be needed until such time as ACs can fill them in their own right.

The AC Branch is growing at a much slower pace than we would wish, particularly at the senior rating level, and so a redundancy scheme is really not appropriate. We shall need the additional manpower for several years to come.

However, at the end of the day, numbers promoted each year depend upon vacancies. Twenty-two POs were promoted to CPO in the four years to December 1989, whereas, as the PO(AH) rightly points out, there were no promotions for 1990. This is mainly because the size of the AH Branch (excluding the additional AC commitment) has substantially reduced in the last three years, and the number of senior ratings leaving the Service has been very low.

I regret that in the very short term, promotion prospects are not very rosy, but our forecasts are much brighter for the medium term. Of course there are tremendous career opportunities in the AC Branch. Why not transfer?

As for 2OE, all male ratings (stand fast male QARNNS) are eligible for selection but, as Drafty said in the March edition of Navy News, vacancies are very carefully monitored to ensure that the waiting time for promotion to CPO is not extended by more than three years as a result of 2OE awards.

As a matter of interest, on average an Aircraft Handler can expect to serve 7.7 years as a PO before promotion to CPO, exactly the same as in 1985 before 2OE was introduced.

Letters

Provost does keep watch over estates

THE call for patrols of naval married quarter estates (April edition) raises several perfectly valid points but implies a basic misunderstanding of the role of RN Regulating Branch personnel employed on provost duties in naval ports.

Although provost staff have authority and powers of arrest over Service personnel and the right to effect a citizen's arrest

of anyone caught in the act of committing a criminal offence, the follow-up investigation of burglaries, criminal damage, etc., are matters of an entirely different nature and, quite properly, are the concern of either the civil police or MOD police, being outside the jurisdiction of the Naval Provost Marshal.

While married quarters are indeed the property of the MOD, the majority are served by public roads and are therefore under the jurisdiction of the police.

I am quite certain that if your correspondent gets in touch with her local Estate Officer she will be reassured to hear that, despite their somewhat limited jurisdiction and in addition to their other duties, provost staff have been operating frequent, daily patrols of MQ estates for many months past.

I hope that this is of at least some reassurance to married quarters occupants. — J. R. Cunningham. Lieut-Cdr. Naval Provost Marshal, Plymouth.

Ceres' alter ego...

I READ with interest the article (March) on the secretarial simulator known as HMS Ceres.

Could I mention that the current commissioned HMS Ceres is in fact the RNR Training Centre at Yeadon in Leeds, which was commissioned in 1984.

The commissioning service leaflet explains that the name lapsed when the Supply and Secretariat School transferred to Chatham. — B. W. Mitchell. Ex-CPO, RNR. Crawley, West Sussex.

● Many letters on Wrens at sea have continued to arrive, often expressing opinions already published. In printing several letters from particular viewpoints, we thank the many other people who have written.

I WAS distressed to hear that the introduction of Wrens at sea includes the Writer branch. At present, Writers have to wait upwards of two-and-a-half years, normally three years, to get to sea. Many have passed to LWTR by this time and will have been rated up, though they still need sea-going experience.

The introduction of Wrens will surely increase the waiting time for going to sea?

The Writer branch is envied by many older married sailors because of the lack of sea-time, but there are many writers, especially younger writers, who would give their eye teeth to get to sea. — LWTR. Portsmouth.

□ □ □

Wrens at sea — the debate winds on

MY WIFE served with the QARNNS as a EN(G) for five years and during that time volunteered for active service on board SS Uganda. At the time there was no outcry from men of the Royal Navy and indeed none from the Service wives.

Why? Because everyone knew that these professionals would do a first-class job. Their service to the Royal Navy was recognised by all from the bottom of the Navy to the top, male and female.

The Wrens of today have many assets that will be of value to the Royal Navy (including the Royal Marines) now and in the future.

My only reservation over Wrens going to sea is that the Navy are using them as a stop-gap to say "we have no shortages at sea", so those ranks who vote with their feet over pay and service conditions may

never be allowed to have their protests registered, ie "no shortages" implies everyone is happy.

We must understand, however, that the Royal Navy are sending Wrens to sea for the benefit of the Navy, not the equality of the Wrens with their male counterparts. — R. Wilcockson. SGT, RM. Lympstone.

□ □ □

AS A single man I object strongly to the incessant flow of whingeing from Navy Wives who have either written letters or articles or appeared on TV on the subject of Wrens at sea.

Who are they to think that they can dictate my working conditions or the sex of my workmates? As far as I can make out, the majority of this so called "non sexist" objection

is based on mistrust between the wife and her Serviceman husband.

Please keep your marital problems where they belong — between yourselves and your husbands and give those of us who enjoy the professional single career the chance to have what promises to be a bright and prosperous future — for both men and women. — LS(M). BFPO Ships.

□ □ □

WHY all the hoo-ha? According to my records in 1944 the cruiser HMS Aurora carried 40 Wrens from Algiers to Naples — they worked "part of the ship". And there were Wrens fallen in — on the focsle — as she approached her berth.

Remember readers — someone's always done it before. — Jim Wilcock. Chairman, Hummer Naval Enthusiasts, Hull.

Run ashore record bid

I FEEL I can go some way to Keeping up with the Jones (February).

Under my belt I have four carriers, one cruiser, six frigates, a submarine and a diving vessel.

Unfortunately I can also claim to be the only sailor I know who has had as many ships as foreign runs ashore! — J. Ryrie. WOMEA(P). Rosyth.

NN Navy News

No. 430 35th year

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Norwich City captain Ian Butterworth discusses tactics with HMS Norfolk's football team after the club had presented the ship with a set of strips.



On a visit to the Type 23 frigate the Duke of Norfolk chats with CPO Paul Brookes and Charge Chief Tom Downey while CPO Paul Burton looks on.

Canaries fly in for Norfolk visit

HMS Norfolk, the first of the Type 23 Duke Class frigates to be accepted into the Royal Navy, has some of the most sophisticated missiles and gunnery afloat today.

Norwich City captain Ian Butterworth accompanied a party of directors and staff from the Norfolk first division club when they travelled to Portsmouth to present the ship with a complete set of football strips.

And as word of his footballing talents had reached Norfolk, the Canaries' captain was immediately "press-ganged" into action.

The presentation of the football strips was described by Norfolk's commanding officer, Capt. Jonathon Bond, as a "magnificent gesture" and is one of a large number of strong links the ship has already forged with her adopted county.

Another visitor to the Type 23 frigate last month was the Duke of Norfolk who enjoyed a day on board whilst she was alongside in Portsmouth.

After a tour of the ship the Duke lunched in the wardroom and later met with members of the ship's company.



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Endurance test for Brilliant



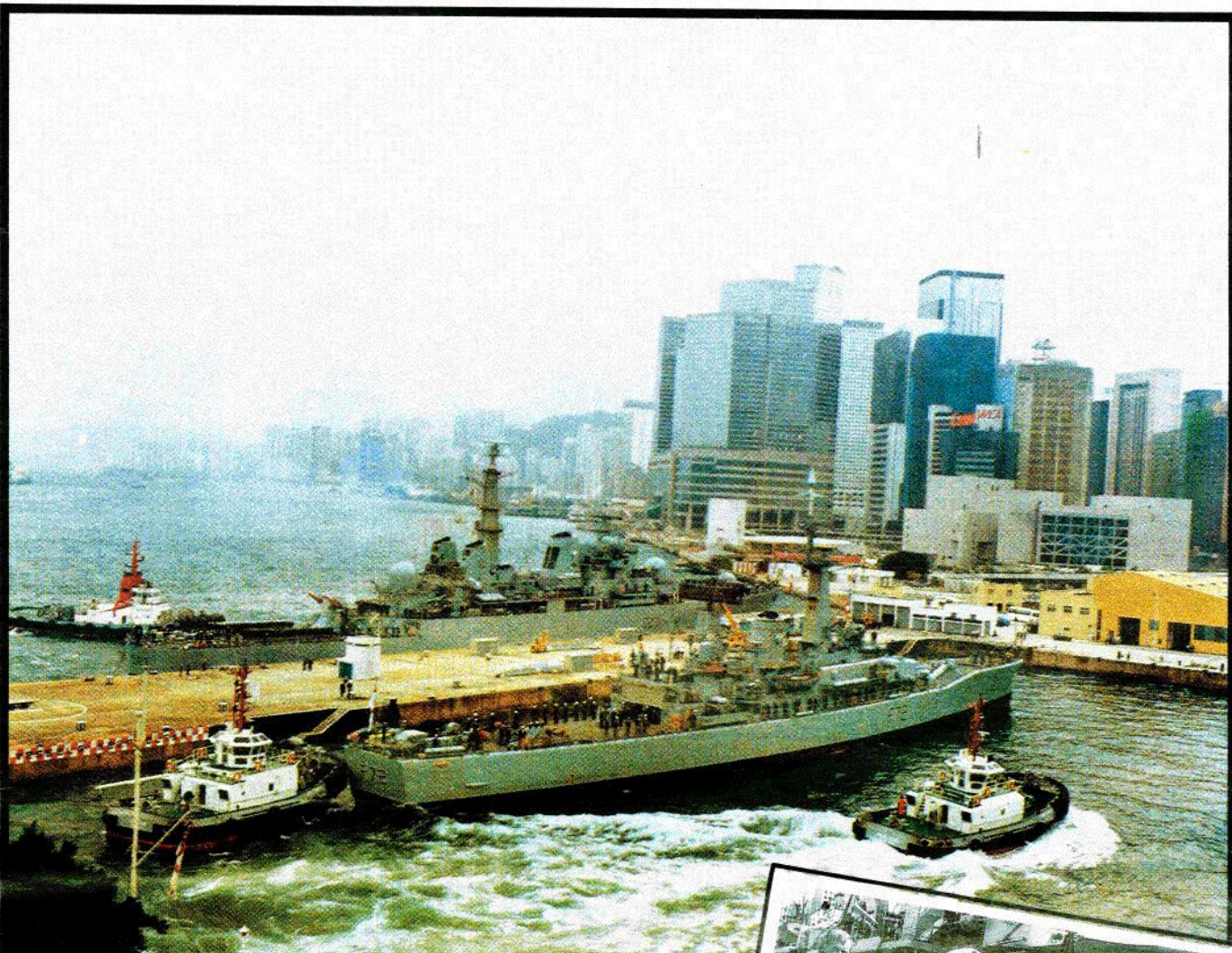
WHILST HMS Brilliant was in dry dock in Devonport the Royal Marine detachment took the opportunity to carry out some military training.

They are shown above undertaking the "endurance test" at the Commando Training Centre, Lympstone, where they were joined by the Captain, First Lieut. and

OCRM who brought up the rear.

Looking cheerful as they waded through the water are, from the front: Mne. Jason Appleton, Mne. Paul Best, Mne. Mark Hoar, Capt. Kim Tyrell RM, Capt. Richard Cobbold, Lieut. Leslie Jones and Lieut. Steve Phillips RM.

Half-way at Hong Kong



Lighting their hearts

Hundreds of local children — some of them the most underprivileged in Hong Kong — visited the Dartmouth Training Squadron ships during their three week stopover.

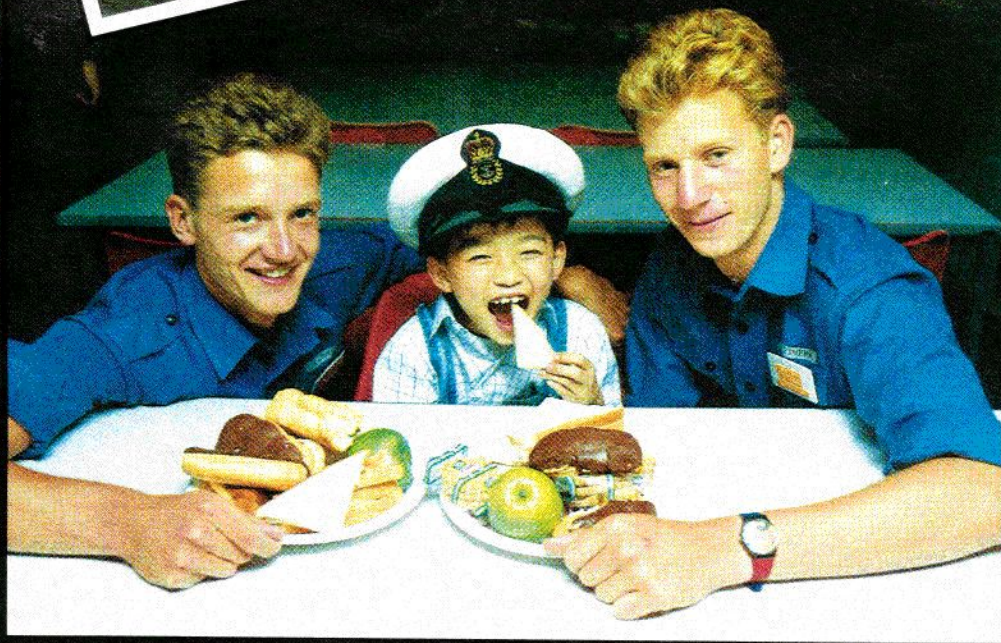
Returning one of the calls, among the apprentices who volunteered to help rewire St Christopher's Home in the New Territories were Shaun Matthews and Ashley Wilson, pictured here (inset, right) with Chief ME(L) Stephen Heath, from HMS Bristol.

The work involved laying 300 yards of cable to serve all the exterior lights around the cottages where some 300 children were cared for in a home which relies heavily on outside help to keep going.

Meanwhile, in HMS Minerva 24 hours of raising and lowering a 107lb dumbell cost four crew members some very sore muscles — but raised over 1,000 Hong Kong dollars for the local Kidney Patient Trust Fund.

The ship's CO, Cdr Chris Clay is seen here (inset, far right) with four super-fit weightlifters, POPTI Steve Penberthy, LMEM Tony Black, CPO Robbie Gold and AEM(WL) Paul Flaherty, presenting the cheque to the Trust's representative, Ms Sylvia Chau.

Below: MEA apprentices Loveday and Leivers with one of their guests at a party on board HMS Bristol.



THERE didn't seem to be much of the Royal Navy left in Hong Kong after the Dartmouth Training Squadron left for Japan and Korea last month.

Not that there is any shortage of warships putting in here — but these days they are mostly American.

So the extended visit of the Type 82 destroyer HMS Bristol and the frigates Minerva and Ariadne was guaranteed a warm welcome as they provided a first sight of the Crown Colony for over 400 Officers Under Training and apprentice artificers, either leaving or joining the ships at the half-way point in the deployment.

Normally the squadron would deploy for only nine weeks, with the ships sailing to North America, the Baltic or the Mediterranean.

This time two programmes have been planned back-to-back, so a complete world cruise can be completed in less than six months.

Many wives and girl friends flew out to join members of the ships' companies and enjoy the unique run ashore Hong Kong continues to offer — while a 90-man maintenance team from Portsmouth and Plymouth set to work to put the units in good order for the second leg of the voyage.

The Commander-in-Chief Fleet, Admiral Sir Benjamin Bathurst and Armed Forces Minister Archie Hamilton were among the VIP visitors — both engaging in frank discussions of the burning subjects of Wrens at sea and pay and allowances that had arisen since the squadron left the UK.

To date they have called at Gibraltar, Suez, Jeddah — the first visit by a Royal Navy ship in seven years — Djibouti, Cochín, Colombo and Lumut. In India some OUTs took a leisurely break on Kerala's beautiful Kovalam Beach while others went on one of the great train rides of the world, from Mettur to Ootacamund, a famous hill station during the last days of the Raj.

Singapore provided an opportunity for sporting contests against the Naval Training Academy there — and the squadron's French counterparts in the training ship Jeanne d'Arc, which was paying a visit at the same time with a pair of escorting frigates.

Pirate gangs

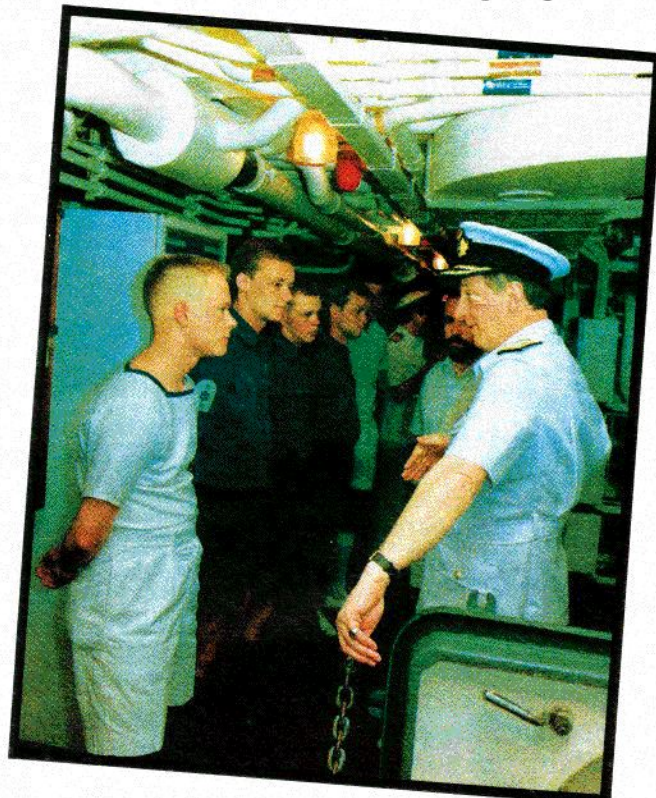
Tioman Island in Malaysia claims to be one of the world's ten most beautiful islands — this and the famous holiday paradise of Bali were other welcome ports of call.

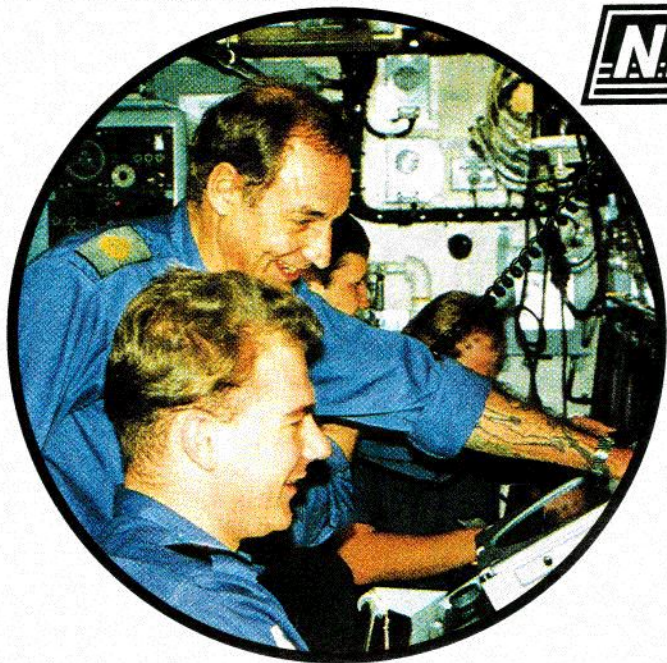
At the beginning of this month the Ariadne was visiting Sesebo in Japan while the rest of the ships were alongside at Inchon, Korea. All are to rendezvous at Yokosuka before starting the voyage across the Pacific to the west coast of the USA and the trip home via the Panama Canal, Bermuda and the Azores.

● Top right — a wreath over the grave of the battleship Prince of Wales off the east coast of Malaysia was laid from HMS Minerva — her commanding officer, Cdr. Chris Clay speaking of his regret at the way the wreck and that of HMS Repulse, sunk by Japanese aircraft on December 10, 1941, had recently been despoiled by organised "pirate gangs" of divers.

● Top left — HMS Bristol and HMS Ariadne tie up at HMS Tamar.

● Below — the Commander-in-Chief Fleet, Admiral Sir Benjamin Bathurst calls on board HMS Bristol at Hong Kong.





FAMILY TALENT

LS(TS) Shaun Hall of HMS Talent found himself under his dad's eagle eye during the submarine's contractor's sea trials.

CPO(OPS)(EW) Ian Hall, from Captain Weapons Trials and Assessment was given a brief introduction by his son into the mysteries of operating DCB, the submarine's Action Information Organisation system.

But with 28 years service in the Royal Navy under his belt, Ian had plenty of advice of his own to offer.

The photograph was taken during the submarine's first dive to deep diving depth. HMS Talent, the latest and penultimate Trafalgar class Fleet submarine, commissions on May 12 and will join the Second Submarine Squadron based in Devonport.

Bench-mark in Captain's career . . .

HERE comes the judge! Capt. Tony Thorpe became the Royal Navy's first full career officer to be appointed a Crown Court judge and has now left the Senior Service to join the South Eastern Circuit.

Judge Thorpe, who joined the Navy in 1959, began his legal training ten years later.

He won the Treasurer's Prize as best student at Inner Temple and was called to the bar in 1972.

Later he took a year out for post-graduate studies in international law at King's College, London. He was Chief Naval Judge Advocate as well as Assistant Recorder in Maidstone Crown Court until 1987, when he became secretary to the Commander-in-Chief Naval Home Command, serving first Admiral Sir John Woodward and later Admiral Sir Jeremy Black.

Last year Judge Thorpe was appointed a full Recorder of the Crown Court and spent much of his spare time sitting as a Recorder at Chichester Crown Court.

Judge Thorpe is pictured outside Admiralty House, Portsmouth, with Admiral Sir Jeremy Black.



Picture: LA(Phot) Dave Hunt

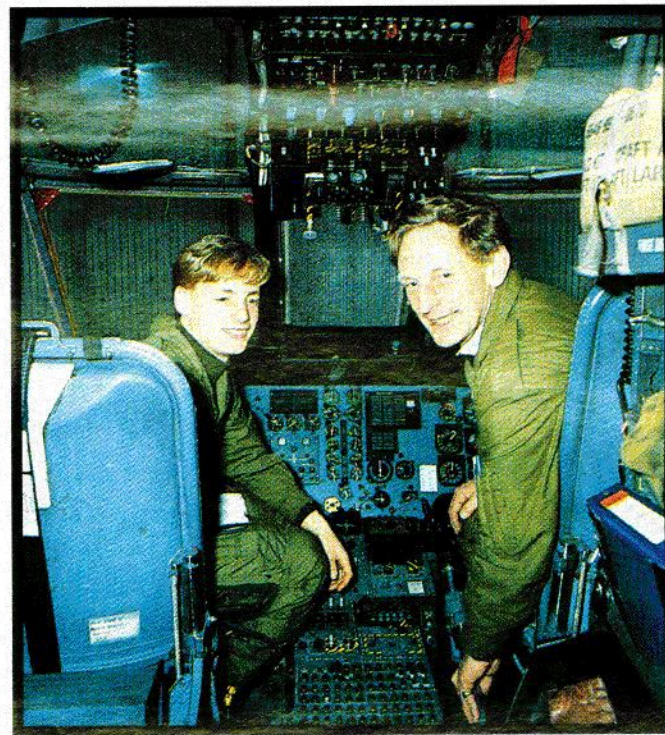
GEOFF MAKES HIS STAND

DEDICATED worker for charity Mr Geoffrey Fordham Barnett put in a welcome appearance at Ceremonial Divisions at HMS Sultan, the Royal Navy's engineering school.

A Royal Navy man for many years, Geoff presented Sultan with a trophy back in 1983 to be awarded annually to the rating achieving the highest marks during the fitting and turning component of the artificer apprenticeship.

This year the trophy went to LMEM Gary Pratt, who has now completed artificer candidate training. It was handed over by Geoff, who insisted on standing to make the presentation despite having lost both his legs in 1988, after years confined to a wheelchair.

Flying down memory lane



AS a Student Observer with 706 Squadron, Sub Lieut. Steven Barclay was able to reintroduce his father, Ronald, to the delights of Service flying.

While visiting his son at RN air station Cuddestone, Mr Barclay Snr. was transported back to the early 50s when he joined the Royal Navy for National Service in the RNVR. He gained his wings in May 1954 after flying Prentice and Harvard aircraft.

Mr Barclay then moved on to operational flying training with 766 Sqdn.

He left the Fleet Air Arm in February 1957 when the RNVR was disbanded and went on to serve in mine-sweepers for four years before leaving the Navy.

Meanwhile, Steven gained his wings on April 5 and moved to 810 Sqdn, still at Cuddestone.

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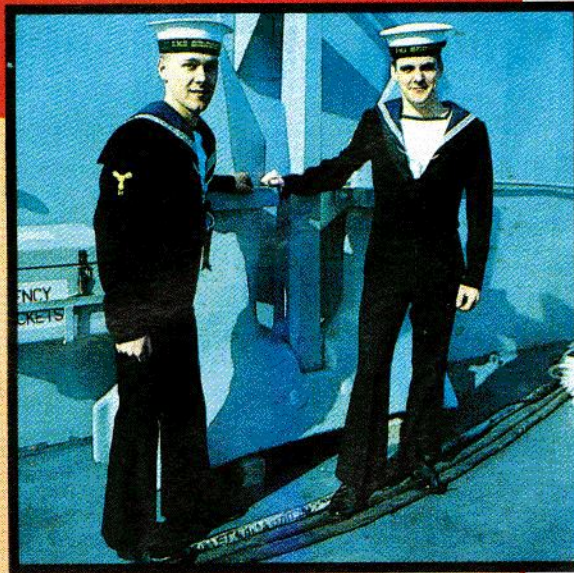
HOME-FROM-HOME AFLOAT

BROTHERS Adrian and Wayne Reynolds are currently serving in the Type 42 destroyer HMS Birmingham.

Having joined the ship together last year, they found themselves in a home from home, as their family lives in the city of Birmingham, which maintains close links with its namesake warship.

Mechanics

Wayne (left in picture) is a Marine Engineering Mechanic and helps maintain the ship's propulsion and heavy machinery. Adrian, a Weapon Engineering Mechanic, plays a part in keeping the Birmingham's complex weapons systems on top line.





TWO RINGS UP, DAD!

FOLLOWING in father's footsteps after coming through the ranks with two rings up, Second Officer Jennifer Schofield put him back into uniform for a 70th birthday photo session

Lieut. Norman Schofield joined as a rating in 1935 and was commissioned after war service that saw him in action in HMS Exeter at the Battle of the River Plate. He later spent three years as a prisoner of the Japanese

His daughter joined the WRNS in 1979 and took her commission in 1985. She is currently serving on the staff of the Principal Warfare Officer at HMS Dryad.

Prize for Captain's Steward

WHEN Cdr. Angus Somerville, commanding officer of the Type 42 destroyer HMS Birmingham, handed LSTD Mark Cook a prize, he had personal experience of the excellence of Mark's work.

Mark, who is Captain's Leading Steward on board the destroyer, won the Herbert Lott Award for the best performance on the POSTDs qualifying course during 1989. The CO presented him with his £30 prizemoney.



GANGES SASH TAKEN HOME

A SHARP-eyed member of the HMS Ganges Association spotted the former boys' training establishment's original drum major's sash during an Air Day at RN air station Yeovilton.

The sash had been held by Yeovilton's Volunteer Band for several years but was willingly given up when the Association asked to have it for its museum. Having formed in 1981, the Association had been trying to track down the sash for some time and had even commissioned a replacement.

Pictured above is Cdr. Chris Page, the executive officer at

RNAS Yeovilton, handing the sash over to Mr Ray Robson, the secretary and standard bearer of the HMS Ganges Association, who had travelled from Tyne and Wear to collect it.

The Association is on the look out for memorabilia of all types connected with the old HMS Ganges.

Savouring the flavour of success

COOK Craig Angove, top trainee to pass out of the Supply School at HMS Raleigh during 1989, has been presented with the Darryl Cope Memorial Trophy to mark the achievement.

The presentation was made by Cdr. Mick Humphreys, Commander (S) at RN air station Yeovilton, where Craig is serving.

Darryl Cope was killed during the Falklands Campaign, while serving as a caterer on board HMS Sheffield. His parents donated the trophy in his memory.



Is your separation going further than you expected?

The feeling of isolation caused by periods of separation can lead to all sorts of strains being placed on your marriage.

Problems which would normally be dealt with on a day-to-day basis can become drawn out, leaving both husband and wife anxious and frustrated.

SSAFA are qualified to help you deal with situations like these.

We can offer immediate advice and practical help with problems of an emotional, financial, physical or mental nature.

If you, or a friend, would like a sympathetic ear, contact SSAFA at Room 11, 19 Queen Elizabeth Street, London SE1 2LP. Tel: 071 403 8783/962 9696.

Or, if you live in W. Europe 'phone JHQ 3392/2263; Gibraltar 05 5480; Cyprus Episkopi 3900/3647; Hong Kong Tamar 3125.

It could help stop your separation going too far.



SSAFA

THE SOLDIERS' SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION



High spot of a wild holiday

SITUATED in the Cairngorms, 450 metres above sea level at the northern entrance to the Lairig Ghru, seven miles from Aviemore, Rothiemurchus Lodge is exclusively available for parties of Regular and Reserve personnel and their families to enjoy recreational pursuits.



"I felt like a change, Ma'am!"

MQs still on offer

THE operation of the scheme of selling surplus married quarters at discounted prices to Service personnel, which has now been running for more than six years, is fully detailed in a Joint Service announcement.

It describes the scope of the scheme, the eligibility rules, and application procedures.

DCI(JS) 12/90

Apprentices in time warp

A RECENT personal case has highlighted the anomalous situation of artificer apprentices who joined the Royal Navy between September 1 1982, the date when the Open Engagement was introduced, and November 1 1982, the effective date for a reduction in the

Standard Initial Training Period.

Saying there was no deliberate intention to single out those involved for unfavourable treatment, the announcement outlines the situation which has existed and the change now being made.

DCI(RN) 22/90

The lodge now consists of two wooden buildings, the Nuffield Hut (40 beds) and the Scottish Union Jack Hut (70 beds), completed with financial support from the Nuffield Trust, Scottish Union Jack Association, and the central funds of the three Services.

It was purpose-designed for use of unit parties carrying out adventurous training, but has been increasingly and successfully used by families as a leave centre.

Although it enjoys a reputation for skiing, it is an ideal base from which to conduct adventurous and leisure pursuits throughout the year. The wide range of activities includes climbing, hill-walking, canoeing, sailing, fishing, and pony trekking.

Entertainment

The Aviemore Centre provides entertainment, with the principal attractions of cinema, dancing, swimming, curling, kart-racing and skating.

The 110 beds of the lodge are in rooms containing four bunks. Each party and family has to be self-administering and self-catering.

Booking arrangements, charges and full details are contained in the announcement.

DCI(JS) 40/90

Support unit oils wheels for tankers

WITH introduction into service of the Fort Victoria class tanker/stores vessel next year, a central headquarters support organisation is required to co-ordinate and administer the RN manpower requirement.

This includes not only a large element of the Fleet Air Arm but also General Service ratings.

From October a new unit, to be formed at RN air station Culdrose, will assume responsibility for all RN officers and ratings complemented for RFA duties. Called the Royal Fleet Auxiliary Naval Support Unit (RFANSU), it will be accountable to CINCFLEET through FONA and the Captain RNAS Culdrose.

DCI(RN) 76/90

WRNS hopefuls go under one hat

ALL WRNS officer candidates, irrespective of type of entry, are now promoted to officer status on commencement of the WRNS Officers' Training Course at BRNC Dartmouth.

All WRNS officers under training will be issued with tricorn and officer's hat badge on joining BRNC. They will continue to wear their ratings' suits without badges until the final week of the OTC when their officer suits will be available.

Details are given concerning a change in the probationary period for Third Officers; also of the procedure for withdrawal from training.

DCI(RN) 20/90

Get Wise on DCIs

Kit prices frozen

AS reported last month, it has been agreed in principle that a one-for-one exchange system should replace the Navy's Kit Upkeep Allowance in 1992.

Meanwhile, it has been decided that ratings' Fleet Issuing Prices, KUA rates and the gratuity on advancement to petty officer should remain frozen at the 1988 levels for another year. As before, ratings' cash clothing will still cost the same as it did in April 1988.

DCI(RN) 95/90

Discharge charges up

THE standard charge payable by RN, RM, QARNNS and WRNS ratings recruits, aged 17½ and over, who claim their discharge under the early release provisions are increased to £120 from April 1.

The lower charge payable by artificer apprentice recruits, probationary medical techni-



"That must be it!"

Nature trail in Belize next year planned

A JOINT Services scientific expedition, combining the efforts of a small number of Servicemen and scientists, will undertake a six-week field study of the Upper Raspaculo Basin in Belize in January-February 1991.

The primary aim is to survey, record and report on the flora, fauna and geography of the basin. One of the secondary aims is to provide a challenging expedition for members of the British Services, including an introduction to the methods and disciplines of scientific field study.

The expedition will be led by Capt. A.D.F. Rogers, RM, and the science co-ordinator is Dr. D. Sutton, of the British Museum of Natural History.

DCI(JS) 29/90

cians and probationary communications technicians will be increased to £90.

From January 1, 1991 the standard charge for RN, RM and QARNNS male ratings recruits only will be further increased to £125. The charge for female QARNNS and WRNS ratings recruits and the lower charge will remain as stated above.

DCI(RN) 87/90

More fire watchers

SINCE introduction into RN service of thermal imaging cameras, allowances have been revised and entitlements extended, aimed at improving unit firefighting capacity.

The cameras are issued to surface ships and submarines, and to establishments.

DCI(RN) 58

Rules cater for cooks

PROCEDURES for transfer of

cooks to the Catering sub-branch and for advancement to Petty Officer Caterer are complex and may stand in the way of successful recruitment to meet the requirements for senior rate Caterers.

These have now been reviewed, and the changes will result in a simplified transfer and advancement system to POCA.

DCI(RN) 78/90

No need for natural fibre

FOLLOWING the outcome of a rationalisation exercise of natural fibre cordage made in 1988 to reduce the range and quantity of natural fibre cordage held in naval stores, it has been agreed that for many general purpose applications in ships, such as lashings and stagings, staplespun polypropylene must be considered an acceptable alternative.

Manila cordage which is still required in certain applications is at present being retained but will be subject to HQ control.

DCI(RN) 94/90

RSR

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caring for

The Sailor

and his family

Did you know "Aggies" has been helping the sailor and his family since 1876? The sailors of the day asked her to provide them with a "Pub with no Beer", as near to the dockyard gates as possible.

Today's Rests in: Devonport, Portland, Portsmouth, Rosyth, Rowner and St. Budeaux provide activities such as TV, Snooker, Squash, Badminton, five-a-side football, Computers, TV, lounge Coffee Bar etc., to a chat with the Missioner and his wife.

When you next have a run ashore,

why not give the one in your port a try?

Family accommodation is available at Rosyth, ring Inverkeithing 413770. Accommodation is also available at Portland ring Portland 821446.

The RSR is funded by gifts, covenants, grants, legacies from the sailor and the general public. Please help RSR to continue to help you. Why not think of a gift through the Give As You Earn Scheme. For more details write to the General Secretary, Royal Sailors' Rests, 2a South Street, Gosport, Hants PO12 1ES.

Royal Sailors' Rests



HEAVY HANDS

AS IT is now policy that the Leading Physical Trainer and the Leading Regulator in a destroyer or frigate should take the wheel in defence watches, all ratings now requesting to transfer to either the PT or Regulating Branches are to have completed a minimum of 12 hours as helmsman.

At least two abeam replenishments should be included in this experience.

DCI(RN) 21/90

Naafi launches financial centre

NAAFI is to open a financial centre at HMS Drake, in Plymouth — the first of its kind to be operated by Naafi on a naval base.

As well as an insurance office, mortgage advisory service and independent financial advisor the centre will offer a wide range of financial services, including the Worldwide Finance Scheme and the Budget and Chargecard. Naafi's own credit cards.

"The major benefits are that we can handle all financial affairs in one location, offering policies and schemes specially designed for the Service's particular needs," said Keith Frampton, Naafi's Insurance Services Manager UK.

"All our staff are Naafi employees which means that customers can be confident that the advice they will get will be unbiased."

"And as Naafi is the Forces' official trading organisation profits made are returned to the Services in rebate."

The opening will be announced later but events already lined up include free prize draws and "money-off" deals for customers taking out car insurance.

● Navy personnel at HMS Mercury, Petersfield, are saving

on shoe leather thanks to the resiting of a post office in Naafi's refurbished Services shop on the base.

After a £6,000 facelift, paid for by Naafi, the post office was opened by Mercury's commanding officer Capt. Tony Morrow.

"Customers are pleased the post office is more central," said Andrew Giles, Naafi manager.

"The nearest public alternative is four miles away — and there isn't a bus service!"

And Supply Officer, Lieut.-Cdr. Terry Morris added: "We wanted village shop convenience and that's what we've got."



Saying it with flowers

NINE-year-old Kelly Chapman, daughter of LS(MW) Simon Chapman, presents a bouquet to Lady Audrey Buchanan, the ship's sponsor, after the rededication of HMS Cottesmore in Rosyth Naval Base.

After a seven-month refit the Hunt Class mine countermeasures vessel has returned to operational duties with the Second Mine Countermeasures Squadron.

British Legion thanks hospital baby unit

BABY Lauren Duffield, of Portsmouth, upstaged Royal British Legion dignitaries at the Hornsey branch annual Mayor's Sunday meeting.

Nine-month-old Lauren, grand-child of Bob Laming, branch entertainments organiser, was there with her father L(WE) Guy Duffield from the submarine HMS Swiftsure, and mother Stacey to accept a cheque for £1,400 on behalf of the baby unit at St Mary's Hospital, Portsmouth.

She was born a twin three months prematurely, weighing only 2lb at birth, and with her brother Robert was placed in intensive care at the hospital.

Sadly Robert died but Lauren pulled through and a subsequent appeal by St Mary's for funds for its baby unit found a ready response at the Hornsey branch.

Contributions from the Burma Star Association, the women's section, Brileg bowls team and an anonymous donor came to £1,400 subscribed in memory of Robert.

Navy needs to keep in touch with wives

HOW many ships produce regular newsletters for their families these days?

Certainly plenty have been produced over the years — some brief, some more detailed. But the question of how widespread is the practice now is raised by a letter from a wife, who in criticising communication links, put forward the newsletter idea.

Writing from Suffolk, the correspondent makes it clear she believes this is a matter with a bearing on the early departure of men from the Service. "I feel that a simple and obvious cause of much distress has been overlooked," she writes.

Her letter goes on: My husband was until recent-

ly an NCO but, thanks to family connections, I have had ample opportunity to view Service life from both sides of the fence.

Many men are encouraged and even coerced to leave the Navy by their wives or families because the current terms of separation create high levels of stress. However, I am con-

Icing on the cake for Naval youth club



THE Naval Community Organisation in Plymouth welcomed Capt. Robin Maxwell whilst he was carrying out his biennial inspection as Chief Staff Officer Family Services to CINCPACNAVHOMES.

Surrounded by many willing helpers Capt. Maxwell went on to cut the first birthday cake at the St Budeaux Naval Youth Club. The club was opened in 1989 by the Commodore at HMS Drake (now Rear Admiral James Carine) and caters for up to 100 children aged between 5-16 years.

A wide range of activities is on offer each week including pool, computer games, disco dancing and handicrafts and there is also a well-stocked tuck shop.

"The youth club is continuing to expand and meet the needs of the children of the estate," says Estate Community Officer, Dennis King.

"And Mrs Sylvia Hardy, the qualified youth leader, will always welcome any adult who wishes to contribute to the ongoing success of the club."

CIVIC DAY AT GOSPORT

WHEN the Mayor of Gosport, Cllr. Mrs. Audrey Ellis, hosted the mayors of Hampshire on Gosport Civic Day the submarine base at HMS Dolphin was happy to assist in making the day a success.

It was up periscope for the civic leaders who visited HMS Orpheus, HMS Opossum and HMS Otus, as well as the Submarine Escape Training Tank.

The Mayor of Gosport had recently been to sea for the day in HMS Onslaught — but on Civic Day the boats were securely tied alongside the base!



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Holiday time at summer camp

EACH YEAR the Service Children's Education Authority organises a holiday for 20 Service children who have special educational needs.

The 1990 holiday, which is sponsored by the Guild of St Helena and at no cost to parents, takes place from June 15-22 at St Martin's Plain Camp, near Folkestone, Kent.

Children should be aged between 7-13; their medical requirements must be able to be met by the general nursing service provided; and they should be registered with SCEA as having special educational needs.

For more details contact Maj. P. J. Lewis, RAEC, on 01-854-2242, Ext. 4263, or write to him at MOD SCEA, Court Road, Eltham, London, SE9 5NR.

vinced it is not separation of itself but lack of communication pertaining to separation that cause the problems.

Many wives are content for their husbands to be away for given periods as long as they are kept fully informed of the whys, hows and wherefores (within security limitations) of their husbands' work.

In the past three years my husband has been deployed everywhere from the North Sea to Australia. Mail may take 14 days to reach shore from the North Sea or anything from three days to three weeks from farther afield.

But would it not be perfectly simple for ships' officers to write a short letter to wives/families which may be quickly and inexpensively duplicated outlining the basic purposes of deployment, warning of foreseen communication problems etc?

This would ensure not only that wives and families are made to feel they "belong" and are associated with their men's ships, but also show that the Navy recognises and appreciates the problems for those left at home.

Without the support and backing of wives and families there will continue to be an enormous wastage of valuable manpower.

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| Mixed Bouquets £10.00 to £25.00 | | <input type="checkbox"/> 20 Roses £21.50 | <input type="checkbox"/> |
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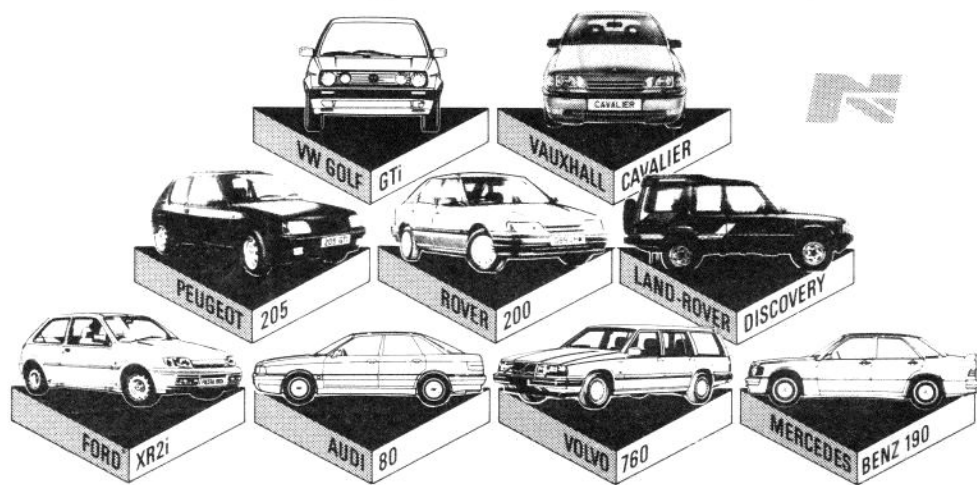
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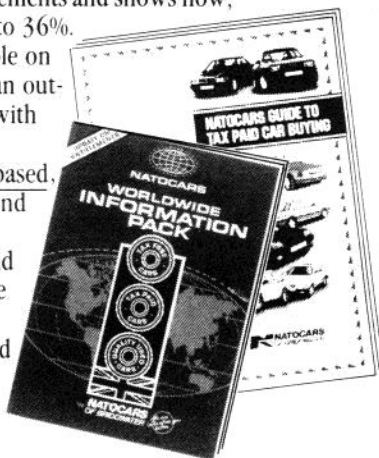
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Sad story of a lot of old buns . . .

Young Cook of the Year Matthew Wright is seen here with a set of his famous buns in the bakery of HMS Fearless after hearing of his success in the annual competition sponsored by the Worshipful Company of Cooks (see also opposite).

The crowd on the right were celebrating a bun fight of their own — at the Widow's Son pub at Bow in East London.

In 1800 the young son of a widow who lived there went off to sea with the Royal Navy, saying he would be back on Good Friday. Sadly he never returned — but every year his mother baked a hot cross bun for him and hung it from the beams of her cottage ceiling.

The new occupants of her home continued the tradition after she died — as do the tenants of the pub that the cottage later became.

For some years RN personnel serving in London have gone there to join in the ceremony. This group from the Whitehall communications centre were clearly moved by the sad tale . . . Later they delivered Easter eggs provided by the pub to two local children's hospitals.



Fearless won't be showing her age

HMS Fearless, the Navy's oldest major warship, will rejoin the Fleet later in the year after undergoing the most extensive refit since she was laid down at Harland and Wolf's Belfast shipyard in 1962.

Inevitably, in the case of a vessel the age of the 12,000-ton amphibious assault ship, the need for extra work has been uncovered by DML at Devonport.

A complete overhaul of the main machinery is taking place along with hull maintenance and updating of the main gallery.

The ship has been given more punch with the addition of two Vulcan Phalanx air defence guns, 20 mm BMARC and Seagat Chaff systems which will supplement the two forward Seacat missile launchers.

The operations room is now fitted with the Plessey computerised NAUTIS command system — a larger version of the system being installed in the new Sandown class minehunters.

Improvements also include enhanced military communications and a computerised message handling system, all of which are essential to Fearless's amphibious capability.

The flight deck can accept

two helicopters at once and during amphibious operations the ship becomes a joint headquarters for naval and military commanders.

Sea training

Fearless fills the secondary role of providing sea training for officers under training from Britannia Royal Naval College Dartmouth and engineering apprentices from HMS Sultan and HMS Collingwood.

With almost a full ship's company now drafted on board she is returning to naval routines and a busy programme of training and sport.

● Vice-Admiral Sir Alan Grose visited the ship to present the British Empire Medal to Mr. Keung Chun Mo, the No 1 Chinese laundryman who, apart from refits, has served in Fearless since her first commission in 1965.

He also presented to Ck Matthew Wright the Royal Navy Cook of the Year award for 1989 — a competition sponsored by the Worshipful Company of Cooks.

Reunion in the South Atlantic

Several months and not a few thousand miles lay between HMS Ambuscade and the Combined Services entry in the Whitbread Round the World Yacht Race, Satquote British Defender.

The Type 21 frigate had provided the starting platform for the race in the Solent back in September so was delighted to make a rendezvous when she started her Southlant patrol.

Other highlights of her deployment have included a major gunnery support serial off Port Howard in Falkland Sound, which included a co-ordinated amphibious assault.

Seamanship

A group exercise with the patrol vessel HMS Leeds Castle and the RFA Gold Rover afforded plenty of practice in seamanship and the Ambuscade also put in some weapon training with the RFA Diligence.

VIP visits have included Defence Secretary Tom King, who came on board during his Falklands tour to watch a replenishment at sea and to present Gulf Medals to members of the Ship's Company.

Lately the Ambuscade has sailed to South Georgia with Gold Rover to store up the resident Army detachment. She takes part in a major tri-service exercise before handing over to HMS Avenger in the middle of this month.

Fire drama in the Gulf

While on Gulf patrol, HMS Liverpool assisted in the aftermath of the explosion on board the MV Surf City.

Liverpool's Lynx helicopter was launched to join the search for two missing crewmen, after the survivors had been picked up by the escorting USS Simpson.

The destroyer later enjoyed many invita-

tions of hospitality during a four-day break at Doha, in Qatar.

On the rugby field, Liverpool became the first ship to beat the Doha Exiles with a final score of 24-3 and the soccer team won 4-1 — but the cricketers lost by 67 runs to a predominantly Pakistani side.

The Liverpool has also visited Jebel Ali and Dubai in the United Arab Emirates and the Omani Naval Base at Wudam.

Better suited

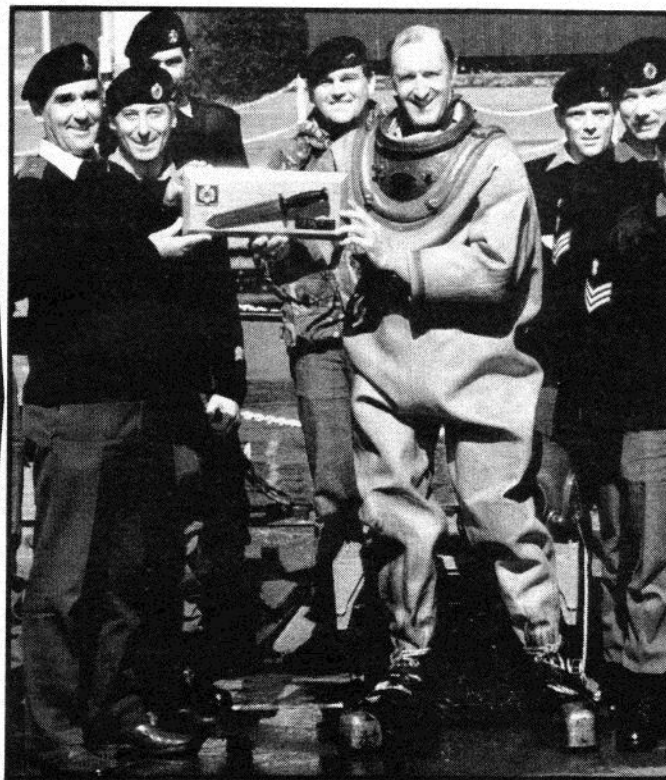
BEFORE he left his post as Royal Navy Superintendent of Diving, Cdr. Jon Riches said he would like to dive in the Siebe Gorman standard equipment, virtually unchanged since 1870.

So the Royal Engineer Diving Establishment at HMS Nelson (Gunwharf) lent him a unit, little used today but still the most comfortable for some underwater work.

After a careful check of his diving log Cdr. Riches climbed into the cumbersome gear and carried out a buoyancy recovery task in Vernon Creek.

His new appointment is with the Commodore Naval Ship Acceptance Department at MOD Bath, where he has little opportunity to get wet!

● Cdr. Riches is seen here receiving a farewell gift from his Army opposite number, Lt. Col Roger Mundy.



Dunkirk roll-call

Seventy of the original Dunkirk "little ships" are expected to retrace their historic voyage of 50 years ago when they leave Dover on May 24.

The Association of Dunkirk Little Ships would like to hear from any Naval personnel who took part in the evacuation — whether or not they were actually serving at the time

Please contact Rob Stokes at 56 St Andrews Road, Felixstowe, Suffolk IP11 7BT if you have any information.

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"Don't let on that we're under-age!"

NEWSVIEW

Big boost on home front

HOME ownership among personnel of the Services is quite a hot topic these days, with suggestions for a new scheme to assist in providing the security of a home recently reported.

But the Royal Navy has long since had its own successful Long Service Advance of Pay Scheme. Thousands of naval people have taken advantage of it to help them on to the housing ladder.

In recent years inflation has eroded its value, but now the scheme resumes its considerable significance. The increase in the sum which can be advanced jumps from £3,500 to £8,500 (or six months salary if less) — welcome news which can also only be good for retention.

But there is another enhancement — extension of the scheme to the singles, subject to the provisos as for the married, including a minimum age limit of 25. For many years the singles have argued strongly, and many think with justification, that they should have this facility. Now it has arrived — and again the retention "plus" applies.

Even so, as with most improvements, you cannot satisfy everyone. Already Navy News has received a letter from a single 21-year-old cook hoping soon to buy his own house. He says, "If I'm responsible enough to have been on Scale A since I was 19, I should be responsible enough to take out the loan. I personally would find it a great advantage ... and it would be a way of retaining me".

Doubtless, it's all a case of cash availability and priorities — and simply proves you can't have too much of a good thing. Meanwhile, many others will now be scanning the "houses for sale" lists more hopefully — and also welcoming two improvements concerning the Review of Allowances which are also reported in this edition.

Cornwall goes Dutch

IN THE deluge of newspaper stories about Wrens at sea comment was often made about the role of women in other navies.

Now, as reported — and depicted — on our back page, the Royal Navy can boast successful experience of a Dutch woman naval officer taking part in bridge duties and in conning a major British warship, HMS Cornwall, during a RAS operation. It can only serve to encourage both sexes over the future role of women at sea with the RN.

More Sandowns on the way

TENDERS for up to seven more Sandown class single-role minehunters have been issued, and it is hoped to place an order during the next year. This is reported in the 1990 Defence White Paper, whose Royal Navy equipment section provides an outline of current ship, submarine and aircraft orders.

Ten Sea Harrier FRS 2s have been ordered, and upgrading of about 30 FRS 1 aircraft to an equivalent standard is planned. Deliveries of the first new-build FRS 2s will begin in early 1994.

On Trident, the White Paper says the programme continues to make good progress and it is on course to enter service with the Royal Navy in the mid-1990s. The first two Vanguard class submarines are at an advanced stage of construction and the third is being ordered later this year.

The US Navy deployed the Trident 2 D-5 missile system on board an Ohio class submarine for the first time in March, having completed an extensive programme of development test firings.

Trafalgar class

Meanwhile, HMS Talent, the latest nuclear-powered Trafalgar class submarine, is expected to enter service later this year with HMS Triumph due to follow in 1991.

HMS Upholder, first of a conventionally-powered class, will enter service this year. HMS Unseen was launched last year and another two vessels of this class are under construction.

On destroyers and frigates, the White Paper says HMS Chatham, the last Type 22 frigate, entered service during the year, as did HMS Norfolk, first of the

WHITE PAPER ON DEFENCE

new Duke class Type 23 frigates. An order has been placed for three more Type 23s and nine vessels of this class are currently on order.

"During the year the United Kingdom and a number of other participating countries withdrew from the collaborative NFR 90 project; we are now considering how best to meet the requirement for a future frigate incorporating a new missile system to replace the Fleet air defence capability currently provided by the Type 42 destroyers."

It is hoped to place an order for a new aviation support ship to provide helicopter lift for amphibious operations, and MOD expect to complete consideration of studies into the replacement or life-extension of the assault ships HMS Fearless and Intrepid shortly.

On aircraft, the White Paper said improvements were being made to Sea King and Lynx helicopters already in service. The Anglo-Italian Merlin (EH 101) anti-submarine warfare helicopter was in its seventh year of development and the first aircraft fitted with Royal Navy mission-

system equipment started flight trials in October.

"The project has not developed as well as hoped, but better progress has been made recently. We are examining the scope for appointing a prime contractor next year with responsibility for the overall performance of the helicopter and its equipment".

In his introduction to the White Paper, Defence Secretary Mr. Tom King spoke of the dramatic changes seen during the last year in the Soviet Union and Eastern Europe. Changing circumstances, full of promise but also of uncertainty, would have implications for the development and structure of our forces.

Dangers still

"The Government is doing a great deal of work in preparation for future decisions, in the Alliance framework, on the judgments that might best be made as the new environment becomes clearer. While there may be opportunities for reductions in some areas, we are resolved to sustain modern and well-equipped forces adequate for whatever our security needs, and to provide the necessary resources for that purpose".

He added, "The future does look much brighter, but dangers remain and we must always ensure that our security is properly protected."

TARGETS SET FOR FIRST AGENCY

THE Hydrographic Office at Taunton became the first Defence Support Agency on April 1, with the Hydrographer of the Navy (Rear-Admiral J.A.L. Myres) as its Chief Executive.

Four more agencies are planned to be established next year, while a further range of support activities are being reviewed to see if any should become DSAs. These agencies represent part of the implemen-

tation of MOD's New Management Strategy.

The Hydrographic agency comprises the office at Taunton and the associated chart depots at Portsmouth, Devonport and Rosyth naval bases.

In a written answer, Defence Secretary Mr. Tom King told the Commons that these agencies would be run on "Next Steps" lines but will remain within the defence chain of command. The aim of the Hydrographic

Office would continue to be to supply hydrographic, oceanographic and other information to the Royal Navy, while also offering unclassified charts and publications to the merchant marine and other non-naval users.

"The professional standards which have been the hallmark of success for the Hydrographic Office for nearly two centuries will continue to be upheld. The greater freedom and flexi-

bility now granted to the Chief Executive will provide him with new opportunities to build on this firm base."

A number of key targets had been set including improved quality of service, increasing revenue from commercial sales, increasing productivity, reducing gross operating costs, and an overall increase in efficiency by an average of 3.5 per cent per annum over the years 1991-92 to 1994-95.

Jolly Roger on display

CAPT. Mervyn Wingfield, RN retd., was flying the flag when he visited the Royal Naval Submarine School in Gosport.

As part of the school's Submarine Heritage collection Capt. Wingfield kindly loaned the Jolly Roger from HM submarine Taurus.

As commanding officer of the Taurus he carried out 12 patrols in the Mediterranean and Far East between January 1943 and July 1944.

Sinkings totalled 14,763 tons including a large Japanese submarine engaged at a range of 5,000 yards.

The Nuffield Trust has also become involved in the school's collection and have donated £500 towards the framing of two Jolly Rogers and 45 other pictures of submarines of historical interest.

Pictured with Capt. Wingfield, left, is Cdr. Steve Hayward, commander of the school, and Lieut. Richard Okill, who is organising the project.

IN BRIEF

THE Naval Wives Service on the Rowner naval estate, Gosport, has opened a new drop-in coffee shop at 3, North Path. It is open on weekdays between 9.15 a.m. and 11.30 a.m.

LINKS between the City of Ely and the Second World War destroyer HMS Walpole are still strong.

Survivors from the Walpole, which suffered damage by a mine in the North Sea in January, 1954 saw a painting of their ship, commissioned by Rear-Admiral G. C. Crowley, their last commanding officer, presented to the City of Ely Museum.

They were also present at the unveiling of a plaque in the Cathedral, showing the link between HMS Walpole and Ely and Districts during the Second World War.

The ceremony was also attended by the Dean of Ely Cathedral, the Mayor and Mayoress and members of Ely Royal Naval Association.

A SEA King helicopter from 826 Squadron, RN air station Culdrose, flown by Cdr Phillip Shaw, dropped in on a liaison visit to Blundell's School, Tiverton, Devonshire.

New titles for Navy's high-flyers

DURING a simple ceremony at HMS Heron, the Flag Officer Naval Air Command, Rear-Admiral Mike Layard, struck his old flag as FONAC and hoisted his new flag as Flag Officer Naval Aviation.

WRO Lynn James and WRO Sian Hughes presented Rear-Admiral Layard with his old flag and Commodore Jimmy James, Chief of Staff to FONAC, gave him a commemorative plaque.

Two other naval aviation sections to amalgamate are the Mobile Aircraft Repair Transport and Salvage Unit and the Naval Air Trial Installation Unit.

The new unit, entitled DGA (N) ASE Mobile Aircraft Sup-

port Unit (MASU) formed at Lee-on-Solent last month.

Responsibilities for MASU include provision of direct technical support to the three Services in the form of helicopter structural damage assessment and specialist repair teams; provision of a tri-Service helicopter movements, salvage and recovery service; and road transport of high-priority aircraft components, marine gas turbines and RN squadron support equipment.

VETERANS' DAY OUT

THE Type 42 destroyer HMS Manchester played host to a party of 26 members of the HMS Manchester Association.

The guests were all veterans who served in the earlier HMS Manchester, a six inch gun cruiser, from her first commission in 1938 to her loss in August, 1942 on Operational Pedestal.

During their day on board Manchester the guests were given a presentation of the ship's capability, a tour and lunch.

NOTTINGHAM AT THE READY

THE Type 42 destroyer HMS Nottingham has won the Sopwith Pup Trophy for achieving the highest level of operational readiness in 1989.

Vice-Admiral Sir Allan Grose visited Nottingham to present the trophy to the ship's flight commander, Lieut.-Cdr. Martin Westwood.

The trophy citation said: "The HMS Nottingham flight maintained a long-established record of high operational readiness during a varied and extremely busy year, which included Armilla Patrol and acting as Royal Yacht Escort.

"The flight is commended for its skill, spirited enthusiasm and professionalism."

Dryad scores with simulator

A NEW decade "kicked off" in the School of Maritime Operations at HMS Dryad, Southwick, with the introduction of the Goalkeeper Operator Training System, the Navy's latest weapon simulator.

Goalkeeper, which is fitted in the latest Type 22 frigates and the aircraft carrier HMS Invincible, can fire 70 rounds a second and is used as a last line of defence against missile

attack.

The new simulator will provide students with valuable realistic tactical experience before going to sea.

Capt. Anthony Provost, Captain of HMS Dryad assisted by CPO Ian Shepherd cut the ceremonial ribbon and declared the simulator ready for action.

Officers under fire

RNSETT, the Royal Navy School of Education and Training Technology, has initiated a Bi-Media Interview Technique Course.

The aim of the course is to teach officers how to present themselves and the Navy in a good light — even when circumstances look unpromising!

With the emphasis on practical work officers are interviewed by experienced journalists both in the studio and on location.

Further information and course dates can be obtained from FTM 59/90.



800 Squadron 'attack' Ark Royal

DURING HMS Ark Royal's operational readiness inspection the aircraft carrier was "attacked" by Sea Harriers from 800 Naval Air Squadron.

Planning a long-range attack on an aircraft carrier was good practice for the pilots of 800 Squadron — and it ensured a lively response from the Ark.

The sorties involved leaving RN air station Yeovilton each morning and rendezvousing with a Tristar tanker from 216 Squadron RAF.

On completion of a simulated attack on the Ark the aircraft called in at Stornaway for an operational turn-round, before carrying out another attack

on the carrier, refuelling from the tanker and returning to Yeovilton.

It was the first time that Sea Harriers from an operational squadron had taken fuel from a Tristar tanker.

Chefs' special!

A TEAM of Royal Navy chefs from the destroyer HMS Cumberland beat chefs from a top London hotel in a hard-fought contest of culinary skill.

POCK. Graeme Davidson and LCK's Bob Willis and Glenn Sharpe faced a daunting combination of chefs from Trust House Forte's Cumberland Hotel to please the discerning palates of the judges and narrowly won the day.

The crystal bowl trophy was presented by Mr. Robin Collins, Director of Food and Beverages for Trust House Forte's London Division.

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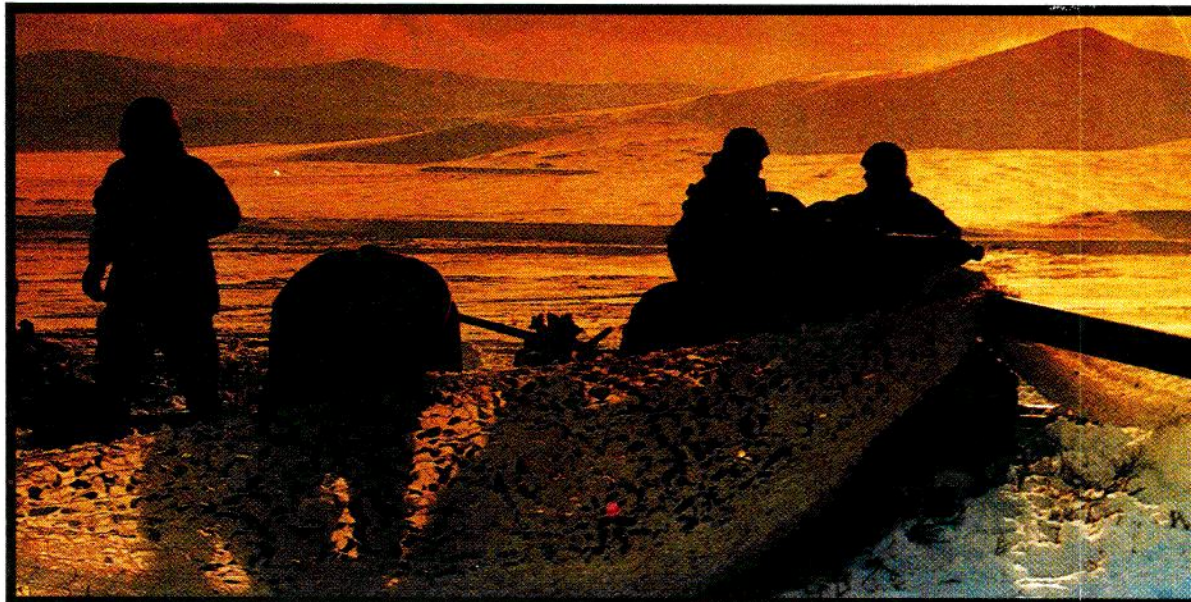


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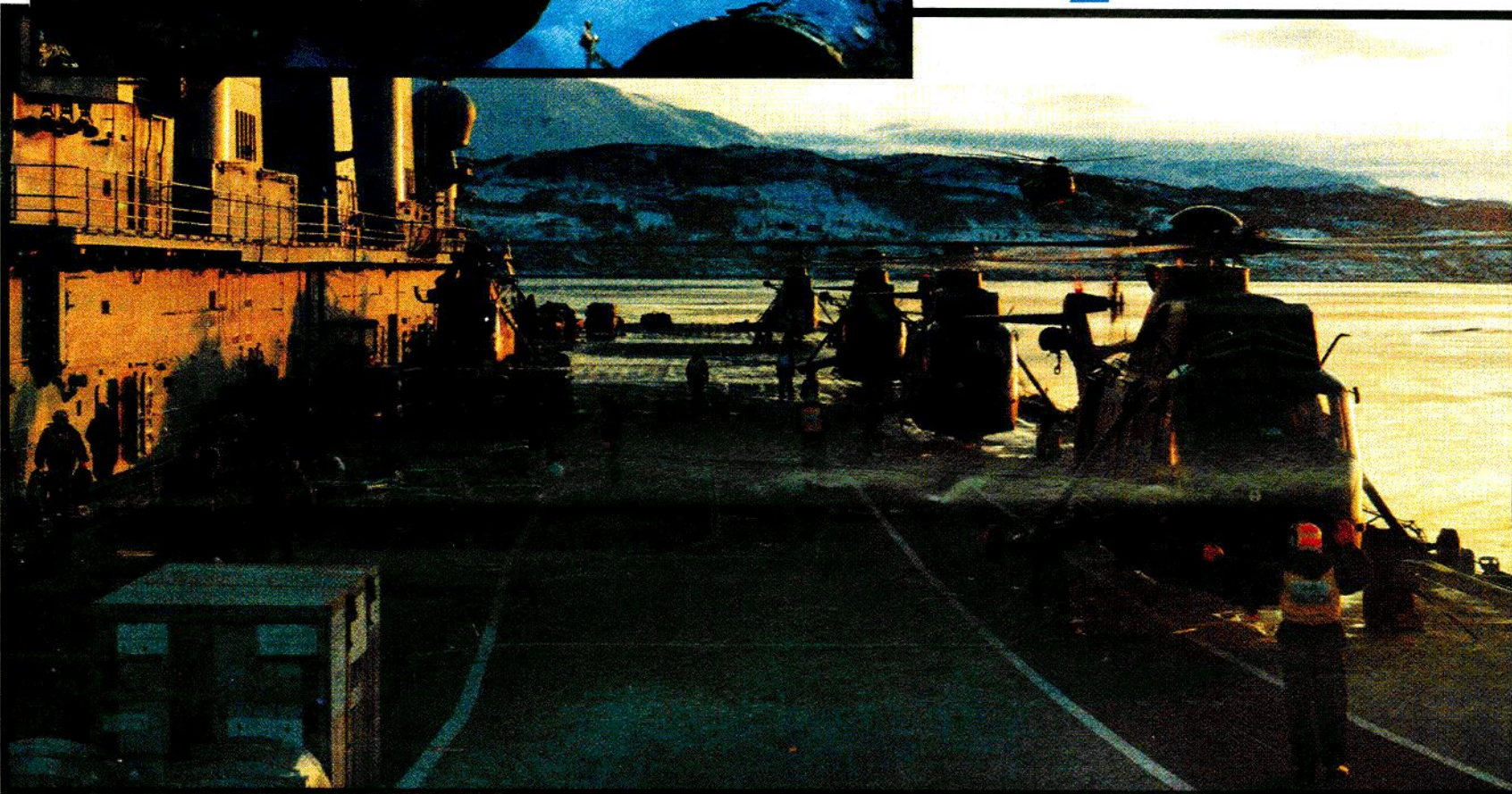
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Spell below



ONLY six weeks after sailing from the Caribbean having spent only 10 short days in her home port, the aircraft carrier HMS Invincible sailed for the Arctic Circle.

Other British ships taking part in the Norwegian exercise are the amphibious assault ship HMS Intrepid, the frigates HMS Hermione as well as the Royal Fleet Auxiliaries HMS St Albans, HMS Percivale, Fort Austin and Olmeda, HMS Herald providing support. Land forces included 45 and 42 Commando, the Dutch putting in another welcome appearance.

They made an amphibious landing just north of Bergen.

Invincible's normal squadron of Sea Harriers and Sea Kings of 845 and 846 Squadrons.

Two Mark IVs sailed with the ship from Portsmouth, in central Norway, where they assisted with over 500 men along with their guns, vehicles and equipment.

The last six helicopters of 846 Squadron joined complete, the Task Force moved under cover of darkness well inside the Arctic Circle, south of Tromsø.

Cable parted

Invincible remained in the fjord acting as an operational base. The ship had a lucky escape from what could have been a disaster.

The ship went aground early one morning after having been hit by a sand and mud bank and with the ship at "emergency" quickly into the water checking whether the screws had hit the bottom.

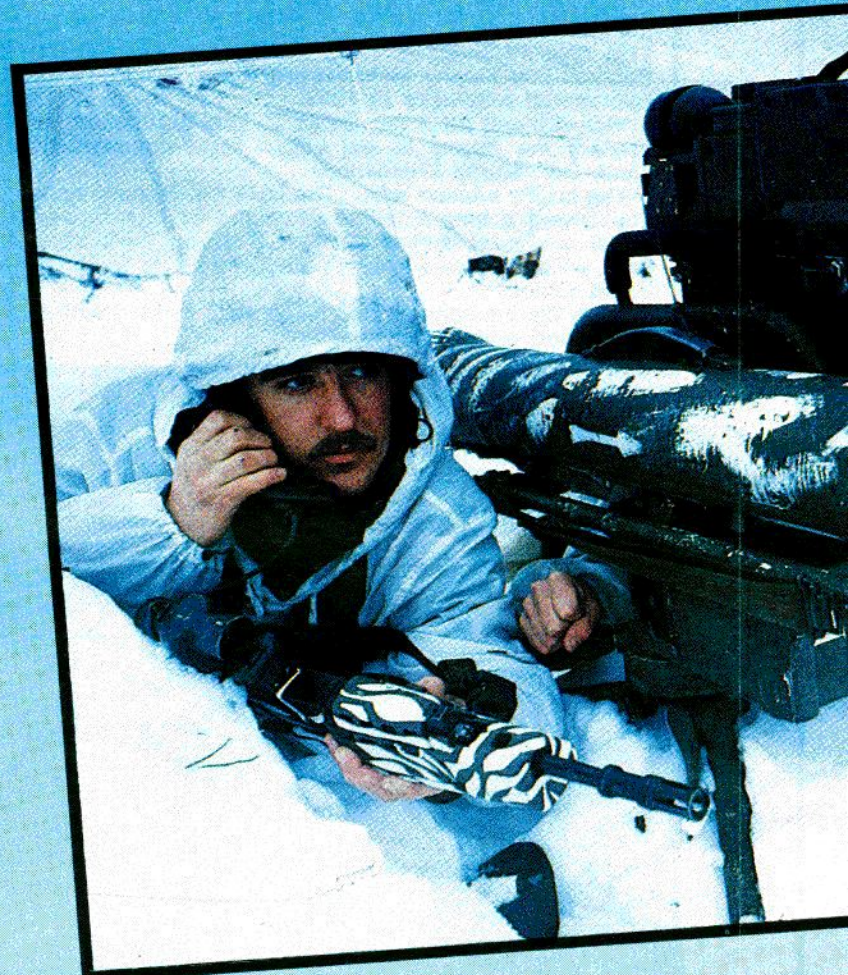
No damage was found and the carrier was eased back into the water by tug Nimble, assisted by three of HMS Intrepid's LCs.

Three days later 500 men of 45 Commando and 2nd Artillery together with their equipment and guns were landed.

Invincible then departed for Portsmouth to spend time in maintenance and during that period Capt. M. Stanbury, Commodore STANAVFORLANT and was relieved by Capt. Tolhurst whose previous appointment was as Commander.



Pictures by PO(Phot)s Alistair Campbell and Vince



In the short days and long nights of the Arctic winter, Royal Navy ships cover amphibious landings in Norway, practising their role in guarding Nato's northern flank.

OW zero . . .

ing from the Caribbean heat of Barbados and port days in her home port of Portsmouth the cible sailed for the Arctic Circle for Exercise

part in the Norwegian exercise included the amphi-epid, the frigates HM ships Amazon, Alacrity and yal Fleet Auxiliaries Sir Bedivere, Sir Tristram, Sir meda, HMS Herald provided mine countermeasures d 45 and 42 Commandos Royal Marines, with the lcome appearance.

landing just north of Bardufoss opposed by Norwe-on of Sea Harriers and Sea King helicopters disem-ions and for Cold Winter she operated with Mark IV quadrons.

the ship from Portsmouth and six joined at An-ere they assisted with the airborne embarkation of ir guns, vehicles and equipment.

846 Squadron joined at Vestfjord and rehearsals oved under cover of darkness to Malangen Fjord, outh of Tromsø.

Cable parted

fjord acting as an operating base and during this m what could have been a disaster.

ry one morning after her port anchor cable parted. very gently with part of her bilge keep embedded in with the ship at "emergency stations" divers were ing whether the screws and rudders were clear of

d the carrier was eased off the shore by the RMA e of HMS Intrepid's LCUs, and resumed her role in

of 45 Commando and 20 Air Defence Battery Royal quipment and guns were flown back to the ship for re 45 Commando are based.

or Portsmouth to spend a month alongside undergo- g that period Capt. Michael Gretton took over as ANT and was relieved in command by Capt. John pointment was as Commodore HMS Nelson.

bell and Vince Richards



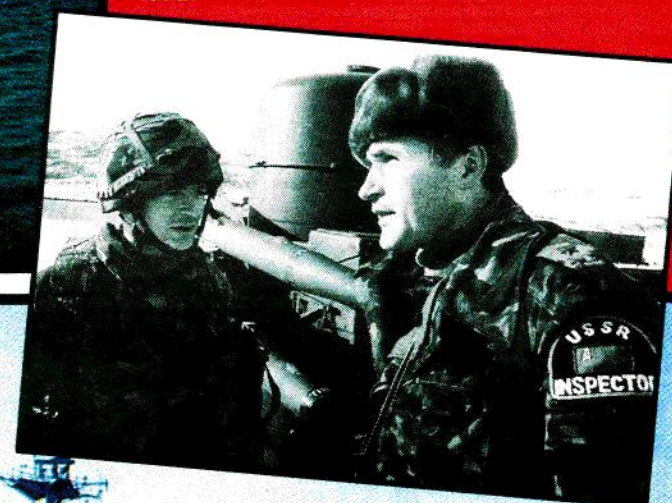
ARCTIC TEAM MATES HEAD FOR THE SUN

● HMS Intrepid had been in Norway since mid-February. This month she has moved to warmer climes, teaming up with HMS Invincible again for the Nato exercise Dragon Hammer in the Mediterranean. She is seen here (bottom right) as a raider from 539 Assault Squadron leaves her during the final stages of Cold Winter. Inset — a Soviet observer inspects Sgt Bell's Rapier battery attached to 3 Commando Brigade.

● Left — HMS Invincible in Malangen Fjord during disembarkation with (far left, centre) helicopters returning from the landing site and (far left, below) Royal Marines being brought up to the flight deck on the forward lift.

● Top left and below, centre — Marines from 45 Commando and (top centre) 29 Cdo RA prepare to meet the threat as comfortably as the icy conditions ashore allow.

● Top right — as the long Arctic night descends a Sea King from 846 Naval Air Squadron shoulders a heavy load.





A YEN FOR ACTION

RED HEAT, released a year or so back, has evidently started a trend. That film recounted the adventures of a Russian cop in Chicago. Now, in *Black Rain*, we have the exploits of an American cop in Tokyo.

Collision Course, available on video only, features a Japanese cop in Detroit. What next? An Eskimo cop in Merthyr Tydfil? Never mind, they're all excellent movies.

In *Black Rain*, Michael Douglas is a scruffy, surly, mildly corrupt detective who is ordered to accompany an "extra-ditee" back to Japan. Like Clint Eastwood in *Coogan's Bluff*, he loses his prisoner in a moment of carelessness and spends the rest of the picture tracking him down in the dangerous, labyrinthine metropolis in which he finds himself.

Tokyo, as presented by director Ridley Scott, resembles a suburb of the futuristic hell-hole he invented in *Blade Runner*. The Tokyo Tourist Board will hardly be best pleased with this violent tale of a stranger in a strange land; audiences, however, may take a different view.

Alienation — of a very different order — is also the theme of *Shirley Valentine*. She's a 40-something Liverpool housewife who begins to feel as though she's

being pushed to the sidelines of her own life, that she's part of the supporting cast in other people's dreams.

It's a condition most of us fall into at some time, but Shirley's is an acute case. The way she backs out of the dead end her life has turned into makes for a comi-

Screen Scene

cal and touching story which Pauline Collins, handed the juiciest of parts, tackles with all the relish of a gourmet released from a starvation diet.

After Shirley, *Johnny Handsome* is next on the roll-call. The nickname is satirical, since Johnny is facially deformed, a petty crook in the New Orleans underworld. He winds up in jail after being double-crossed during a hold-up, attracts the attention of the prison surgeon and in due course emerges with a normal face and a thirst for vengeance. Mickey Rourke dominates this fast-moving, off-beat thriller, while Ellen Barkin makes a memorably aggressive villainess.

Another slice of American criminality is on offer in *Sea of Love* and again Ellen Barkin is heavily involved. In this case her villainy or otherwise is the hinge on which the plot turns.

Al Pacino, in one of his increasingly rare cinema appearances, plays a cop investigating a series of killings in which, he gradually realises, all the victims have responded to adverts in a lonely hearts column.

Ms Barkin rapidly becomes Suspect No 1, despite the Pacino character's increasing affection for her. The film maintains a fine, teasing tension, laced with some humour and, in all, is one of the most satisfying whodunits for quite a while.

"Describe a spiral without using your hands" is a famous test of how articulate a person is. We might now add "Describe the plot of *Back to the Future 2* without the use of set-squares, compasses and complicated charts."

Zippering between was, is and will be, negotiating "time paradoxes," correcting in the past mistakes that have been made in the future, the characters take us on a roller-coaster ride in which all the audience can do is enjoy the fun and hang on as best they can.

A more accurate title, incidentally, would be *Back to the Future 2(a)*, for the picture ends with the plot in a state of suspended animation and the promise that all will be resolved with the next sequel later in the year. — Bob Baker

Huddart — pipe smoking fan of hemp ...

CAPTAIN Cook never fought in a single major action and to the despair of his biographers left hardly a word in all his copious writings to give colour to the character of one who was probably the greatest navigator who ever lived.

When Alistair MacLean turned aside from popular thrillers to essay a portrait of Cook he was forced to admit that it was his deeds alone that spoke for the man — and the same must be said of his unsung contemporary, Captain Joseph Huddart.

Huddart's greatest achievement lay in his careful investigation of the properties of hemp that led him to the invention of steam driven machinery for laying up rope — a process which resulted in a great improvement in the strength and quality of cordage for which several generations of mariners should have had cause to bless his name.

Now his direct descendant, retired West Country solicitor William Huddart, has painstakingly researched the remarkable career of an 18th century polymath whose talents as an engineer were also brought to bear on harbour improvements at Portsmouth, Woolwich, Whitehaven, Hull and Swansea.

Huddart also established himself as an outstanding navigator, surveyor and chart maker.

The tally of his achievements is well documented here — but detail of a personal nature is sadly lacking. There are "no great vices, no exotic adventures" to give bite to a portrait

of an undeniably worthy but rather dull personality.

Curiously, one of the very few references to character concerns his addiction to tobacco — early in life he suffered from a chest complaint and medical opinion actually advised he take up pipe smoking.

Devotees of the weed may take heart from lines echoing Sherlock Holmes: "Huddart maintained that smoking helped him think and when his mind was engaged in solving some difficult problem, his pipe seemed to be equally absorbed in reaching a solution, which would eventually emerge in a cloud of smoke."

Still more prosaically: "Huddart is said to have been a lover of cats and to have had a number of them."

Hardly strong stuff — and this is not a book that carries much in the way of sensation. Yet William Huddart has set a welter of early scientific research in maritime technology against the times that produced it in a way that will delight the serious student of such recondite matters — a worthy memorial that manages not to make the dull reading it might have done.

Unpathed Waters — the Life and Times of Captain Joseph Huddart, is published by Quiller Press at £12.95. — JFA

FLAGSHIP Hood — *The Fate of Britain's Mightiest Warship*, first published in 1985, is now in its second paperback edition. Written by Alan Coles and Ted Briggs, and published by Robert Hale Ltd, it tells the story of the Hood from design and building to her sinking. More than 1,400 men were lost with her. The book is priced £7.95.

Bracken Books at £20 hardback. In 948 pages, 5,000 entries and 2,000 illustrations, the world's aircraft from the pioneers to the present day, from AAMSA Quail A-9B (Mexico)

In Brief

to Zlin 142 (Czechoslovakia), are examined.

The remarkable Hubert Scott-Paine, who founded Supermarine Aviation in Southampton at the age of 23 and went on to make his fortune

designing and building flying boats in the First World War, is the subject of a new biography by Adrian Rance. **Fast Boats and Flying Boats** describes how Scott-Paine later switched

his attention to the pursuit of speed at sea. He designed the first single-engined boat to travel at 100 mph. (Published by Ensign at £14.95).

Another Ensign publication is Sean Street's **Petersfield — A Pictorial Past**, priced £6.95 paperback. Among the photo-

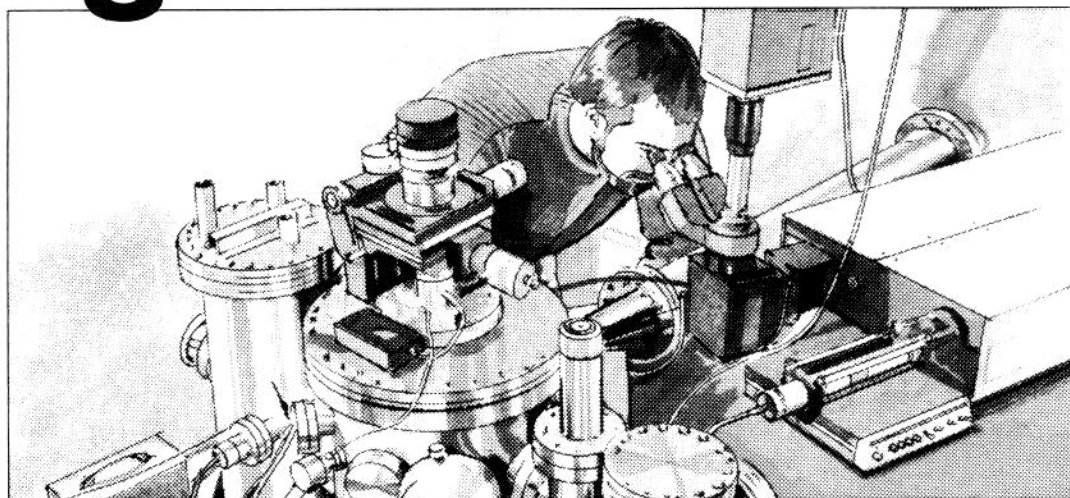
graphs is one of Leydene House, now the wardroom of HMS Mercury. Another is Warship Week 1942.

Latest addition to Conway Maritime Press' "Anatomy of the Ship" series is **The Bomb Vessel Granado 1742** by Peter Goodwin.

This hardback book, with 15 photographs and 300 line drawings, offer all the details — down to the nuts and bolts — that an historian or model-maker could want. It is priced £18.

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III
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When to start worrying and hate the bomb

IN PEACETIME — and often in time of war — coverage of defence issues in the Press mostly deals with contracts. There are days when almost the only space given over to the Armed Services may be found in the pages of the Financial Times.

Contracts overdue and overpriced for equipment that fails to do the job properly or is seen to have been overtaken by new technology — this is the stuff of scandal when the taxpayer is footing the bill.

In *It Costs a Bomb* (Hawksmere, £6.95), John Reed has put together a small compendium of cock-ups in "the way The System confronts The Threat" that purports to offer a light-hearted view of a deadly serious subject.

But it is hard to leaven major financial blunders with comic relief and this effort is predictably light on laughs. Most of the causes celebres are well-known and few new slants are attempted.

A number of dubious maxims are thrown between the examinations of old sores. "Governments don't like airmen much. Airmen are expensive" leads in to a review of costly errors in aircraft procurement that are mostly pre-war.

More genuinely entertaining are the guides to bureaucratic double-speak, exactly echoing "Yes Minister", used to fob off the journalistic enquirer — in which "It is not our policy to disclose information of this nature" leads to "The information cannot be provided without incurring disproportionate cost" and, when asked just what that cost might be "A figure could not be provided because of the disproportionate cost of establishing it". — JFA

At Your Leisure

At Your Leisure

PARAMETERS OF DUTY AND HITLER'S SUCCESSOR

LIKE Albert Speer, Karl Doenitz remains one of the more enigmatic of the representatives of the Third Reich arraigned at Nuremberg.

While Hitler's pet architect freely confessed his guilt as the mastermind of a munitions drive that made use of slave labour (an act of contrition designed to win the court's sympathy and save his own neck, some said), the Grand Admiral whose U-boat campaign might have won the war by cutting off the Allies' own supplies across the Atlantic saw little reason to defend his actions.

Beyond a naturally cynical view of the proceedings as a piece of self-justification on the part of the victors, he could not see how they applied to him personally. And there were the unsolicited letters of over a hundred British and American naval officers who agreed with him.

In some ways it was Doenitz's misfortune to be one of the few commanders Hitler perceived at the end to be untainted by the hint of treachery — and so he briefly succeeded him as Führer of Germany.

Ten Years and Twenty Days, his memoirs now reissued by Greenhill Books at £16.95, describes the Doenitz dilemma as many continue to see it.

The first period, as leader of the submarine arm and later as Naval Commander-in-Chief gave him "everything in life that a man who is a man can desire — responsibility, success, failure, the loyalty and respect of other men, the need to find oneself and adversity".

The second, when he unexpectedly found himself in the role of Head of State, is seen by his apologists as an unfair piece of casting.

In a new introduction the German historian Jurgen

Rohwer argues that Doenitz was brought into politics out of fear that, as in 1918, a revolt against the regime might begin with the Navy — and so "he adopted the Nazi approach to bolster morale and contain defeatism".

But the speeches he made to this end — not quoted here — went further than that. In 1944 he told his fellow officers they should be anti-semitic: "From the very start the whole officer corps must be so indoctrinated that it feels itself co-responsible with the National Socialist state in its entirety."

Indictment

At the same time he read a message to the German nation at large, praising Hitler for his containment of "the spreading poison of Jewry."

Not surprisingly, Airey Neave, who delivered Doenitz's indictment to him at the beginning of the Nuremberg Trials — and was met "with intense anger and disdain" — saw him as a political admiral who merited his place at the Bar of History.

Most serious of the charges against him were those of violating the customs of war at sea — notably through the notorious Laconia order forbidding the rescue of survivors.

Karl Doenitz was found guilty on two counts of the indictment — "waging aggressive

war" and "war crimes". He spent ten years at Spandau where he was a model prisoner.

Questions of guilt aside, the devotion he inspired among his U-boat men — who endured the highest loss rate of all the German armed forces in the War — was unimpaired to the end of his long life.

Peter Padfield ("Doenitz — The Last Führer", Gollancz 1984) goes some way to explain the charisma that was lost on Airey Neave ("I had the impression that I was looking at a doctor, not an admiral") but also includes many of the less savoury aspects of the career of one of the ablest military commanders of 1939-45 which show how he earned his other title — "the Devil's Admiral".

Greenhill's own companion offering is the sombre black-covered **Führer Conferences on Naval Affairs** (£19.95) — 500 close-printed pages in which Doenitz and his predecessor, Raeder, sensibly cover their backs by recording the minutes of their meetings with one whose grasp of the subject was never too strong as soon after the event as possible.

It is more exciting stuff than "Hitler's Table Talk", however — one of the century's most compelling orators was also one of its least scintillating conversationalists — and certainly merits the publisher's confi-



Above: One of many official portraits of Karl Doenitz — U-boat idol or "The Devil's Admiral"?

dence in it as "an essential source work of the naval war."

In his introduction Jack P. Mallman Showell makes the point that Doenitz put in far more appearances at Hitler's headquarters than had Raeder, who usually only attended when called for.

Up to 1943 the rate of shipping destroyed in relation to U-boats lost had been very favourable to Germany. But in the first four months of that year Allied countermeasures began to bite hard. These records underline Doenitz's constant pressure to replace the losses of men and material against Hitler's largely land-based preoccupations.

Confronting him at the Berghof he states flatly: "The situation at this moment is

such that the 30,000 men now assigned to the Navy barely covers the losses."

Doenitz calmly persists with his catalogue of demands — the alternative is the cessation of submarine as well as E-boat, patrol boat and minesweeper operations by the New Year. And minutes later Hitler caves in — he "will see to it that appropriate action is taken".

It would never be enough — and far too late. Before the outbreak of war Doenitz had asked for 300 U-boats. On September 3, 1939 he had 46 — of which only 22 were operationally suited to service in the North Atlantic. And yet Winston Churchill would afterwards declare that the submarine menace had been "the only thing" that really scared him. JFA

ARMS AND THE SUBMARINER

THE VALUE of submarines as weapons of sea warfare is brought up to date in two new books — with one or two reservations. For the struggle for maritime supremacy is no longer a contest for an exclusive club of superpowers — nowadays anyone can join.

In *The Naval Arms Trade* (Oxford University Press, £17.50), Ian Anthony looks at the increase in the transfer of naval systems to countries outside the immediate sphere of the old alliances, arguing that as the major powers may in future find it hard to sustain their forces at current levels, the maritime interests of other nations may circumscribe their activities.

The wider acquisition of submarines is one of the more worrying aspects of this proliferation. He points out that since 1971 Algeria, Colombia, Cuba, Ecuador, Libya, Romania, South Korea, Syria and Taiwan have added submarines to their fleets for the first time, while Malaysia, Nigeria and Thailand, among others, have also shown interest.

Their attraction for developing navies stems from their relative invulnerability: "Any country which possesses an ocean-going submarine force can threaten retribution against an aggressor, at a place and time of its own choosing."

Eric Grove takes the argument further in *The Future of Sea Power* (Routledge, £35), noting that while many coun-

tries appear to be moving towards larger conventional submarines, midgets are also making a comeback — Colombia, Pakistan, Taiwan and Yugoslavia all have modern examples "and the surveillance activities of the Soviet Union's varied fleet of small subs are notorious".

The market for nuclear boats, too, has expanded — although cost is here a deciding factor — with Brazil planning a project to begin construction sometime this decade while Pakistan, spurred by India, is looking into the idea of a hybrid conventional craft with small nuclear plants to improve underwater performance.

But Grove lists serious drawbacks for submarines in lesser confrontations. Most tellingly: "The damage they inflict is almost always fatal and catastrophic. This rules them out as weapons of much utility in operations at the lower levels of intensity."

And since they "have the appearance of stealthy, silent killers which alienates rather than attracts... they cannot substitute for surface warships in most elements of diplomacy." — JFA

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Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at April 1, 1990. Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during March.

PO(EW)/RS(W) — Int (9.12.88), 1; **LS(EW)/RO(W)** — Dry, 8; **PO(M)** — Int (9.6.89), 1; **LS(M)** — Int (9.6.89), Nil; **PO(R)** — Int (11.12.87), 4; **LS(R)** — Dry, 11; **PO(S)** — Dry, 2; **LS(S)** — Int (8.12.89), 2; **PO(D)** — Int (29.9.89), Nil; **LS(D)** — 102, 1; **PO(MW)** — Int (8.12.89), 10; **LS(MW)** — Dry, 6; **PO(SR)** — Int (9.6.89), Nil; **LS(SR)** — Int (9.6.89), Nil; **PO(SEA)** — Int (30.9.88), 3; **CY** — 159, 1; **LRO(T)** — Int (27.9.88), 5; **RS** — 106, Nil; **LRO(G)** — Int (6.6.89), 2; **POPT** — 507, 1; **RPO** — 128, 3.

PO(ME)(L)(GS) — Int (21.2.89), Nil; **LMEM(L)(GS)** — Int (2.11.88), 12; **PO(ME)(M)(GS)** — 96, 12; **LMEM(M)(GS)** — 84, 20; **PO(ME)(O)(GS)** — Int (5.9.89), 3; **LMEM(O)(GS)** — Int (24.1.89), Nil; **PO(ME)(R)(GS)** — Int (5.9.89), 2;

LEWEN(R)(GS) — Int (13.12.89), 13; **POCA** — Int (23.2.89), Nil; **POCK(GS)** — 140, 4; **LCK(GS)** — 131, 10; **POSTD(GS)** — 436, 3; **LSTD(GS)** — Int (21.6.88), 7; **POSA(GS)** — 303, Nil; **LSA(GS)** — Int (20.10.88), 1; **POWTR(GS)** — Int (12.4.89), 3; **LWTR(GS)** — Dry, 2; **POMA** — 308, 3; **LMA** — Int (11.7.89), 4.

PO(S)(SM) — Dry, 3; **LS(S)(SM)** — Int (29.6.88), Nil; **PO(TS)(SM)** — Dry, 1; **LS(TS)(SM)** — Dry, 2; **RS(SM)** — Int (8.12.87), Nil; **LRO(SM)** — Int (6.12.88), Nil; **PO(ME)(L)(SM)** — 323, Nil; **LMEM(L)(SM)** — Int (11.3.88), 5; **PO(ME)(M)(SM)** — 545, Nil; **LMEM(M)(SM)** — 283, Nil; **PO(ME)(O)(SM)** — Int (3.5.88), Nil; **LMEM(O)(SM)** — Int (23.3.90), 4; **PO(ME)(R)(SM)** — Int (21.3.90), Nil; **LMEM(R)(SM)** — Int (18.1.88), Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 154, Nil; **LSA(SM)** — Dry, 1; **POWTR(SM)** — Int (22.4.88), Nil; **LWTR(SM)** — Dry, Nil; **POCK(SM)** — Dry, 2; **LCK(SM)** — 359, Nil; **POSTD(SM)** — Int (20.10.88), Nil; **LSTD(SM)** — 152, Nil.

POA(AH) — 348, Nil; **LA(AH)** — 553, Nil; **POA(METOC)** — 523, Nil; **LA(METOC)** — Int (16.6.89), Nil; **POA(PHAT)** — 957, 1; **POA(SE)** — 201, Nil; **LA(SE)** — 92, Nil; **POACMN** — 462, Nil; **POAEM(M)** — Int (3.3.88), Nil; **LAEM(M)** — 446, 3; **POAEM(R)** — Int (30.6.88), Nil; **LAEM(R)** — 314, Nil; **POAEM(WL)** — 86, Nil; **LAEM(WL)** — 497, Nil; **POWREN(R)** — 190, 2; **LWREN(R)** — 102,

7. **POWREN(RS)** — 102, Nil; **LWREN(RO)** — 199, Nil; **POWRENPT** — 139, Nil; **RPOWREN** — Int (8.11.88), Nil; **POWRENCK** — 204, Nil; **LWRENCK** — Dry, Nil; **POWRENSTD** — 360, Nil; **LWRENSTD** — 353, Nil; **POWRENSA** — 247, Nil; **LWRENSA** — Int (20.10.88), Nil; **POWRENWTR** — Int (7.9.88), Nil; **LWRENWTR** — Dry, 1; **POWRENWTR(G)** — Int (13.10.88), Nil; **LWRENWTR(G)** — Dry, Nil; **POWRENMETOC** — Int (17.6.88), 1; **LWRENMETOC** — 586, Nil.

POWRENAEM(M) — 368, Nil; **LWRENAEM(M)** — 638, 2; **POWRENAEM(R)** — Dry, 1; **LWRENAEM(R)** — Int (28.4.89), 1; **POWRENAEM(WL)** — Int (9.3.89), 1; **LWRENAEM(WL)** — Int (29.9.88), 1; **POWRENETS** — 86, 1; **LWRENETS** — Int (1.11.88), Nil; **LWRENTEL** — 769, Nil; **POWRENTA** — Int (21.6.88), Nil; **LWRENTA** — Int (11.1.89), Nil; **POWRENDHYG** — 240, 1; **POWRENDSDA** — Int, Nil; **LWRENDSDA** — 107, Nil; **POEN(G)** — 795, Nil; **LENIG** — Int (21.6.88), 4; **POEN(R)** — Dry, Nil; **LMA(Q)** — Dry, 10.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWRENQA — Dry, Nil; **POWREN MT** — 458, Nil; **LWREN MT** — 438, Nil; **POWREN TEL** — 951, Nil.



Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in April:

OPERATIONS BRANCH (SEAMAN GROUP)

To **CPO(OPS)(R)** — F. Swift (Dryad), E. D. Booth (Dryad), R. D. Swift (Brilliant).

COMMUNICATIONS GROUP

To **CRS** — P. W. Smith (148 FOU BTY RA), H. M. Kirrane (SCU Leydene).

MARINE ENGINEERING

To **CMEM(L)** — K. Henson (Active). To **CMEM(M)** — D. J. Langdon (Nelson NBD), A. P. Crosby (RNR Mersey).

SUPPLY AND SECRETARIAT

To **CPOCK** — R. C. Gorman (Britannia), T. F. Flynn (Heron). To **CPWTR** — M. McMaster (Nelson), T. P. Greenwood (SACLAN USA), S. K. Grigg (SA Lisbon).

SUBMARINE SERVICE

To **CMEM(L)(SM)** — P. Edwards (Onyx).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in February and March:

CPOMEA — P. J. Bradley (Conqueror), R. T. Bradley (Defiance SMMU), I. J. Lane (Illustrious), P. A. Linden (Penelope), A.

Mawer (Penelope), J. S. C. McDonald (Turbulent), P. G. Simpson (Swiftsure), M. L. Spilka (Sultan), M. C. Whitley (Sultan), S. B. Wickenden (Achilles), T. K. Woodason (Portsmouth NB).

ACPOEA — N. R. Bouckley (Superb), R. J. Buchanan (Penelope), M. D. Clare (Captain SM2), M. D. Cushing (Gloucester), A. R. Jarvis (Turbulent), B. G. Sissons (Sultan), G. Treise (Swiftsure).

CPOA(WL) — P. P. Oliver (Seahawk), C. C. Ricketts (899 Sqn. Heron), I. W. Thompson (Heron).

CPOA(M) — A. J. Harding (Seahawk), A. G. Ody (829 Flt 228).

CPOA(R) — S. Curwen (800 Sqn), R. Standen (Osprey).

ACPOA(R) — M. G. Ansell (Seahawk), **CPOWEA** — P. D. Bone (Charybdis), S. J. Carbery (Cumberland), P. A. Carrington (Liverpool), M. Conway (Cdr Minor War V), M. J. Cunningham (Dolphin SMMU), P. A. Gutteridge (Renown Port), D. I. Johnson (Revenge Port), D. K. Keirle (Collingwood), G. E. Smith (Flt Eng Whale Island), D. G. Wainwright (Cumberland), R. B. Willis (Exeter).

ACPOEA — A. F. Charrier (Resolution Port), S. R. W. Davison (Neptune NT), S. Ferroni (Defiance SMMU), N. J. Horton (Dolphin SMMU), J. F. Mason (Collingwood), P. A. Rimmer (Danae), D. F. J. Southall (Talent).

CHIEF PETTY OFFICER TECHNICIAN

HMS Centurion has been notified of the

following promotions to chief petty officer technician which were made in February and March:

CPCTO(L) — J. McKernan (SCU Leydene).

ACPOCT(L) — A. P. Fyle (MOD CNSO SCU).

MT1 — S. G. Seal (RNH Haslar).

AMT1 — C. G. Ficarotta (Royal Arthur).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in February and March for the following ratings to be promoted to acting charge chief artificer:

To **ACCMEA** — W. A. Dempsey (Valiant). To **ACCMEA(L)** — R. M. Guntton (Cochrane).

To **ACCWEA** — J. G. D. Allen (Jupiter), A. W. Quigley (CWTA Portsmouth), S. M. Fairhurst (Defiance FM), S. T. Johnson (Cochrane), K. S. Missenden (LRG Rosyth), J. D. Wemyss (Rosyth FEC), P. D. Keenpence (Collingwood), J. Devine (Rosyth FEC), G. J. Boobier (Illustrious), M. J. Cullen (Portsmouth NB), R. G. Maddison (Whale Island), A. M. O'Connor (Rosyth FEC), M. Farrell (Collingwood), C. J. Edwards (MOD CNSO SCU), C. J. K. Jones (Defiance), M. S. S. Massey (Neptune NT), R. F. Lock (Captain SM2).

To **ACCSEA(M)** — D. L. Barrett (Culdrose BDN), M. Wotton (Culdrose BDN), R. S. Southgate (Culdrose BDN), A. R. Gordon (826 Sqn), T. P. McHale (Portland BDN). To **ACCSEA(WL)** — K. W. F. Greenway (Portland BDN), D. Boulton (899 Sqn).



Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Judith (25), 5ft. 8in. Preston, Lancs. **Alison** (21), Braintree, Essex. **Sarah** (21), Ryde, Isle of Wight. **Lynne** (28), 5ft. 9in. Southport, Merseyside. **Louise** (26), 5ft. 7in. Leeds, Yorks. **Sarah** (18), 5ft. 2in. Hastings, Sussex. **Leigh** (16), 5ft. 3in. Newhaven, Sussex. **Rachel** (20), Yarmouth, Isle of Wight. **Kristine** (29), 5ft. 10in. Mt. Holly, USA. **Judith** (19), 5ft. 3in. Birmingham.

Mandy (33), 5ft. 5in. Plymouth, Devon. **Judie** (23), 5ft. 2in. Crewe, Cheshire. **Sarah** (17), 5ft. 4in. Aberdeen. **Anne** (31), 5ft. 6in. Preston, Lancs. **Tracey** (21), Felixstowe, Suffolk. **June** (19), Chesham, Gwent. **Jean** (41), Stockport, Merseyside. **Gillian** (21), 5ft. 4in. Llanelli, Dyfed. **Debbie** (20), Looe, Cornwall. **Judith** (49), Coventry, W. Midlands.

Jacky (20), Lewes, Sussex. **Christine** (26), 5ft. 5in. Nottingham. **Donna** (17), Edinburgh. **Lorraine** (23), 5ft. 6in. Northampton. **Pamela** (29), 5ft. 1in. Castleford, W. Yorks. **Denise** (39), Torquay, Devon. **Dawn** (20), 5ft. 6in. Trimdon Village, Co. Durham. **Tracey** (19), Edmondton, London. **Alison** (28), Egham, Surrey. **Gill** (27), Catford, London.

June (38), Widnes, Cheshire. **Carol** (45), Sheffield. **Kerry** (21), Hull, N. Humberside. **Jill** (30), 5ft. 5in. Watford, Herts. **Sue** (30), 5ft. 6in. Newmarket, Suffolk. **Jill** (23), Stoke-on-Trent, Staffs. **Helen** (20), 5ft. 8in. Trimdon Village, Co. Durham. **Marie** (15), Burton-on-Trent, Staffs. **Sandra** (26), Chatham, Kent. **Carol** (35), Wigan, Lancs.

Marcia (30), Edmondton, London. **Sara** (18), Gainsborough, Lincs. **Liz** (23), Edebridge, Kent. **Debbie** (22), 5ft. 4in. Thaxted, Essex. **Miss D** (17), 5ft. 3in. Harlesden, London. **Jayne** (24), 5ft. 6in. Birtton-on-Trent, Staffs. **Miss J.** (27), Newcastle-on-Tyne.

Sandra (34), 5ft. 4in. Ilfracombe, Devon. **Mandy** (18), 5ft. 3in. Westhampstead, Somerset. **Joanne** (21), 5ft. 9in. Sheffield.

Sarah (19), 5ft. 3in. Harlesden, London. **Fiona** (30), Truro, Cornwall. **Cathy** (35), Sevenoaks. **Laura** (21), 5ft. 11in. Kidderminster, Worcs. **Janet** (34), 5ft. 7in. Batley, W. Yorks. **Lynette** (19), 5ft. 11in. Hull, N. Humberside. **Louise** (18), Hull, N. Humberside. **Sarah** (18), 5ft. 3in. Burnham-on-Sea, Somerset. **Kim** (24), Herne Bay, Kent. **Joan** (52), Combe Martin, N. Devon. **Gaynor** (27), Wallasey Village, Merseyside.

Juliet (47), 5ft. 9in. Salisbury, Wilts. **Angie** (17), 5ft. 4in. Watford, Herts. **Sharon** (17), 5ft. 8in. Stewartry, Beds. **Joan** (47), 5ft. 4in. Bexleyheath, Kent. **Jacquie** (29), 5ft. 10in. Horsham, Sussex. **Reina** (42), Aldershot, Hants. **Jo** (18), 5ft. 6in. Wallington, Surrey. **Pauline** (35), 5ft. 6in. Wrexham Clwyd. **Suzanna** (21), Maidstone, Kent. **Amanda** (21), Chatham, Kent.

Emma (17), Mold, Clwyd. **Miss N.** (21), Birmingham. **Diane** (28), 5ft. 2in. Wakefield, Yorks. **Julie** (21), 5ft. 5in. North Shields, Tyne & Wear. **Gloria** (44), 5ft. 6in. Telford, Shropshire. **Julie** (20), 5ft. 4in. Rotherham, Yorks. **Amanda** (20), 5ft. Bedford. **Tracey** (19), Hackney, London. **Rafina** (43), St Albans, Herts. **Jean** (46), Pontefract, Yorks.

Justine (18), 5ft. 1in. Chaddesden, Derby. **Sandra** (31), Taunton, Somerset. **Denise** (35), 5ft. 3in. Mountain Ash, Glam. **Maria** (18), Earlsfield, London. **Becky** (21), 5ft. 4in. Hampton, Middx. **Jeanie** (25), 5ft. 6in. Burnley, Lancs. **Suzi** (16), Hull, E. Yorks. **Lynne** (38), 5ft. Salford, Manchester. **Lee** (21), 5ft. 10in. Leeds. **Susan** (38), Belper, Derby. **Kemmy** (10), 5ft. 5in. Finchley, London.

Glenda (47), Coventry, Warks. **Lynne** (21), Bolton, Lancs. **Lynda** (38), 5ft. 2in. Leeds, Yorks. **Ivana** (38), Hanwell, London. **Marie** (24), Torquay, Devon. **Audrey** (27), Maldon, Essex. **Anne** (38), Chesham, Bucks. **Sharon** (21), Wellingborough, Northants. **Nicola** (18), Spondon, Derby. **Catherine** (24), 5ft. 8in. North Shields, Tyne & Wear.



Appointments

COMMODORE R. N. Woodard, at present Commodore Clyde, is to be promoted rear-admiral and to be Flag Officer Royal Yachts in September in succession to Rear-Admiral J. Garnier.

Other appointments recently announced include:

Capt. C. J. Freeman, Commodore Minor War Vessels, Sept. 27.

Capt. P. F. Wason, Collingwood in command July 17.

Lieut.-Cdr. S. C. Jermy, Arrow in command, Aug. 28. (Promoted commander June 30).

Lieut.-Cdr. D. L. W. Sim, Ariadne in command, Sept. 12. (Promoted commander June 30).

Lieut.-Cdr. G. P. Johnson, Inverness in command, Sept. 10.

● **PRINCE Michael of Kent** is to be the first Honorary Auxiliary Commodore of the Royal Naval Auxiliary Service.

Prince Michael became the first patron of the RNXS in 1987, the Service's silver jubilee year.

FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month.

MAY 1940 was a black month. The Norwegian campaign dragged on. Troops had to be evacuated from the Trondheim area but operations continued round Narvik. Churchill took over as Prime Minister from Chamberlain on the 9th. On the 10th the Germans invaded France and the Low Countries. By the end of the month the evacuation of the BEF from Dunkirk was in full swing.

Principal events were:

3: HMS Afridi sunk by air attack off Trondheim. HMS ships Aurora, Effingham and Resolution bombed Narvik.

5: HM submarine Seal mined in Kattegat, surrendered to Germans.

7: RN Engineering College opened at Manadon.

10: RN demolition parties landed at Dutch ports.

12: HM ships Venomous and Verity landed RMs at the Hook of Holland.

14: HMS Malcolm evacuated RMs and demolition parties.

15: HMS Valentine bombed off Walcheren and beached.

17: HMS Effingham hit uncharted rock off Norway and sank.

19: HMS Whitley bombed off Nieuport and beached.

23: RN demolition parties landed at Calais, Boulogne and Dunkirk.

24: HMS Wessex sunk at Calais.

26: Operation Dynamo, the evacuation of the BEF from Dunkirk, started. Continued until June 4. HMS Curlew bombed and sunk off Skudenes, N. Norway.

28: Narvik captured by French, Polish and Norwegian troops supported by HM ships.

31: HMS Weston sank U13 off Lowestoft.

● Last month's column mentioned that Capt B. A. W. Warburton-Lee's posthumous VC was the first naval VC of the Second World War. In fact his was the first gazetted, whereas the first gained was the posthumous award to Lieut.-Cdr. G. B. Roope, commanding officer of the destroyer HMS Glowworm, which sank after ramming and seriously damaging the cruiser Admiral Hipper off Norway on April 8, 1940.

(Extracted from Royal Navy Day by Day).



Deaths

A. G. McGarva, CWEM(O), HMS Upton, March 24.

K. C. Rafferty, ALS(M), HMS Cleopatra, April 3.

P. D. Bowler, WEM(R)2, RN Hospital Plymouth, April 5.

Sir Frank Hopkins, KCB, DSO, DSC, DL, Admiral (retd). Distinguished naval aviator, qualified both as pilot and observer. Flew in Second World War with 826 Squadron and later commanded 830 Squadron. Commanded destroyers HMS Myngs, Tyrian and Grenville and carrier HMS Ark Royal before becoming Captain BRNC Dartmouth. Subsequent appointments included Flag Officer Aircraft Carriers, Deputy Chief of Naval Staff, and CINC Portsmouth, aged 79.

Morrice McCullen, CB, OBE, Rear-Admiral (retd). Supply Branch. Ships included HMS Nelson and Prince of Wales. Later Deputy Director of Manning, Captain of the Fleet Far East Fleet, and President Admiralty Interview Board, aged 81.

H. R. Dimock, Lieut.-Cdr. (retd). Served Second World War, flying Swordfish and Spitfires and commanding 781 Squadron. Later won renown for gliding prowess at home and overseas, and instrumental in creation of RN Gliding Club at HMS Siskin. Still competing after age 70 and once reputed to be Britain's oldest gliding instructor, aged 83.

D. Dipple, Ex-Quartermaster, Served Second World War, including HMS Anthony.

A. Phillips, Ex-CPOCK. Served 23 years, including HMS Victorious, Illustrious, Ark Royal, Jamaica and Stoke City.

F. Dawson, Ex-LS (Radar). Served HMS Suffolk and HM Submarine Tradewind, Thorough and Selene. Member SOCA (South Yorks).

G. Williams, Ex-CEM. Aged 75.

A. Thorpe, Ex-CPO Plumber. Ships included HMS Ark Royal, Illustrious and Superb. Aged 64.

J. Stemberge, Storey, Ex-HMS Zulu. **E. Gittens** (nee Tow). Ex-VADR. Served RN Hospital Haslar and Admiralty Medical Board in 1950s.

W. E. Fincham, Lieut. (retd). Served 1921-47, including HMS Iron Duke, Marlborough, Lucia, Royal Oak, Repulse and Renown. Later with Admiralty Shore Wireless Service, aged 84.

A. G. Campbell, Ex-AB. Ships included HMS Vestal. Member Algerines Assn. **J. H. Witherden**, Lieut.-Cdr. (retd). Ships included HMS Victorious and Cumberland. Also served as a Divisional officer at HMS Ganges, aged 82.

J. C. Probert Lewis, Lieut.-Cdr. (retd). Commanded HMS Sweetbriar; later president of the Sweetbriar Reunion Association

for 23 years.

K. G. Young, Ex-AB. Ships included Euryalus Second World War and HMS Superb in Korean war. Member Euryalus Assn.

R. F. Pearson, Ex-RM. Served with 41, 43 and 45 Command, at RM Barracks Eastney, and with HQ 3 Command Brigade, aged 45.

P. Allwood, Ex-LS. Served 1936-50, including HMS Rodney and Guardian. Aged 69.

J. Wiggins, Ex-SBPO. Served Second World War, including HMS Belmont. Member Burnley and Pendle. Ex-Naval Assn. Aged 80.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

A. S. Till, Waterloo. Ex-CPOCK. Ships included HMS Renown, Hood and Zetland. Aged 86.

W. May, Greenford. Ex-POWREN. Also member of Association of Wrens. Aged 73.

G. T. W. Kimbell, president and life member Leicester. Survivor of K17, sunk 1918. Ships included HMS Carnarvon. Served also Second World War as A/CYS. Aged 95.

N. G. Roberts, Sherborne. Aged 63.

D. W. Hewlett, Sherborne. Aged 52.

H. G. Newberry, Thurrock. Aged 70.

F. E. Masters, Baintree. Ships included HMS Courageous, Hood and Stevenson. Mentioned in Despatches 1945. Aged 85.

F. Oldham, committee member Liverpool. Ex-RM.

H. Johnson, founder member Wivenhoe and Elmstead. Ex-CPO, ships including HMS Resolution, Calcutta and Cardiff. Aged 79.

D. W. Taylor, Soham. Ex-RM bandsman.

R. Lloyd, A. Walker, H. Cooke, J. Jenks and **J. Ingram**, Birmingham Central.

B. Cullum, Swansea.

A. Dawson, Mexborough. Ex-AB, ships, including HMS Eskimo. Also member Burma Star Assn. Aged 66.

F. Oliver, Wythenshawe. Survivor HMS Ark Royal and Berkeley. Aged



Branches set for annual conference

A RECORD number of motions — 25 — are on the agenda for the association's 1990 conference to be held at Portsmouth on June 15-17.

With six motions concerning the status and role of associate members and as many again concerning annual subscriptions delegates will have plenty of scope for debate.

If the adrenalin fails to flow during the morning session, a proposal by Blackpool and Flyde, to be debated in the afternoon, will certainly bring delegates to the 'mike'.

Their proposal is that associate members be limited to ten per cent of full members in each branch and if there are more than ten per cent no further associate members be

recruited until the number falls below ten per cent.

In sharp contrast are the proposals by Bridgend and Beccles branches who want a greater role for associate members in branch life. Bridgend want associate members to be given the right to vote at annual general meetings and Beccles proposal is that this right be extended to include the right to vote in elections and at branch meetings.

Of the motions concerned with annual subscriptions

Stockton branch propose that a discount of 50p per year be given for members paying a four year subscription in advance. Dewsbury, Batley and Birstall propose that associate members should pay reduced subscriptions.

The proposal by Huddersfield, that the chairman of the association be elected by conference, may provoke a minor stampede with delegates queuing to speak. But we will have to wait and see!



MEMBERS JOIN "DOWN UNDER"

IT MAY be a long way to Western Australia but a warm welcome awaits shipmates in the newly-commissioned Rockingham and District branch.

The ceremony was performed by Cdr. Arthur Ainslie RN, British Defence Liaison

Staff, Canberra, who is seen here (centre), with some of the branch officers.

They are from left, Lorna Boyes (treasurer), Frank Cooke-Willis (secretary), David Wiseman (chairman) and Frank Turner (vice chairman). The branch boasts 34 members.

Looking good at Folkestone

Shipmate Bert Wells, national council member No 2 Area, assisted by Shipmate John Baldwin, the area secretary, presided at the commissioning of the re-formed Folkestone branch on March 10.

The branch has grown rapidly and boasts over 40 members including the Lady Mayor, whose family have strong naval connections. The commissioning was attended by 200 guests who, following the ceremony, enjoyed a buffet reception prepared by the lady members.

□ □ □

A "thank you" comes from the chairman of Sherborne branch to No 4 Area committee for organising their 15th annual weekend rally at Barton Hall. There was also an excellent performance from the 15 standard bearers who took part in the annual competition.

□ □ □

A Pussers Rum night plus donations, helped Wivenhoe and Elmstead branch raise £468 for the RM School of Music Relief Fund.

□ □ □

Armed Forces Minister Mr. Archie Hamilton, was the guest speaker at Todmorden monthly meeting. An attentive audience heard him speak on the role of the Forces in the changing world.

□ □ □

At Shrewsbury annual general meeting the following shipmates were elected officers: R. Blackburn (president), C. Hatton and E. Rogers (vice presi-

dents), A. Hurdley (chairman), H. Turner (vice chairman), J. Shotton (secretary and treasurer), J. Frazer (entertainments). The chairman thanked Edward Rogers, Marion Wood and John Turner, who stood down from the committee, for their work.

□ □ □

At Swindon branch annual general meeting the following shipmates were elected officers: Rear Admiral Anthony Davies (president), D. Simpson (vice president), S. W. Brooks (chairman), G. Morgan (vice chairman), Mrs F. E. Fowler (secretary), R. G. Biggs (treasurer), G. Francis (welfare), M. Iles (entertainment sec) E. H. Brown (PRO).

□ □ □

Cowbridge branch will host a Trafalgar Day parade and service for No 7 Area on October 21 and extends a warm welcome to other branches.

□ □ □

Members of Roydon mourn the loss of Shipmate Brian

BRANCH NEWS

"TV STAR" GETS WARM WELCOME

STAR of the popular TV series "Sailor" Rear-Admiral Wilf Graham, Captain of the former HMS Ark Royal, was guest of honour at Bristol branch 25th anniversary dinner. Accompanied by Mrs Graham, he received a warm welcome from Capt. Ian Pemberton RN(Rtd), president of Bristol branch. The dinner was held in the RNR Headquarters, HMS Flying Fox.

Wood who saw service during the Second World War in HMS Resolution and in Russian relief convoys. He served in HMS Swiftsure which together with HMS Duke of York were the first ships into Segami Bay for the surrender of the Japanese forces.

□ □ □

Congratulations to Shipmate Chris Horsup from fellow shipmates of Christchurch branch for winning the Area Standard Bearers competition at Barton Hall. Chris will proudly carry the area standard at all functions in the coming year.

□ □ □

Over 90 shipmates and guests attended the commissioning of Leigh-on-Sea, the 37th branch in No 5 Area. For Shipmate Eric Thomas, one of the founder members, it was a particularly happy event for it is largely thanks to his efforts that the branch, which attracts a steady flow of members, was launched.

□ □ □

Ferndown branch thank Shipmate Dave Andrews, the outgoing president, for his work for the branch since its formation and commissioning in 1980. He is replaced as president by Shipmate Harry Cash who the branch hope will hold office for many years to come.

□ □ □

Sixty members and guests at-

tended Yeovil annual general meeting. The reformed branch will celebrate its tenth anniversary at the Old Barn Club on July 14 and would like to trace the original founder members who formed the branch shortly after the Second World War.

Shipmate Alan Inkpen, branch secretary and his wife, Rose, once again stole the limelight at Barton Hall weekend rally winning the fancy dress shield for the third time.

□ □ □

When crew members of the submarine HMS Talent visited their adoptive borough of Shrewsbury and Atcham there was a round of social and sporting events to mark the occasion. Members of Shrewsbury branch joined in the celebrations and in addition heard an interesting talk by Capt. R. G. Hastilow RN, on today's Navy. Members also enjoyed a visit to Kidderminster and send thanks for the welcome and hospitality extended.

□ □ □

The standards of 26 branches were paraded at the dedication of Rame Peninsula standard in St Paul's church, HMS Raleigh. The service was conducted by the Rev Albert Hempenstall and the Rev. Peyton-Jones gave the address. The salute at the march past was taken by Cdr. Ian Clapham of HMS Raleigh, who was accompanied by the

Standards raised at Tournament

FOR the tenth consecutive year the association will parade its standards at the Royal Tournament on Saturday, July 28, during the evening performance. To commemorate this event, a tenth anniversary standard bearer bar is being presented to every standard bearer who parades.

Meantime, the Royal Marines look forward to welcoming standard bearers and their supporters to the RM Barracks, Deal, for the national standard bearers competition to be held over weekend May 19/20.

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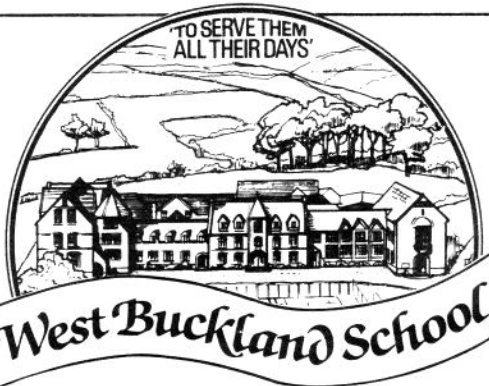
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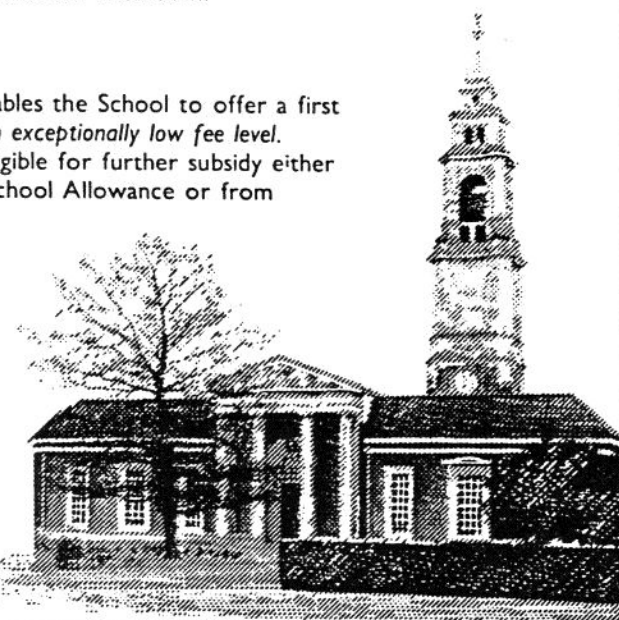
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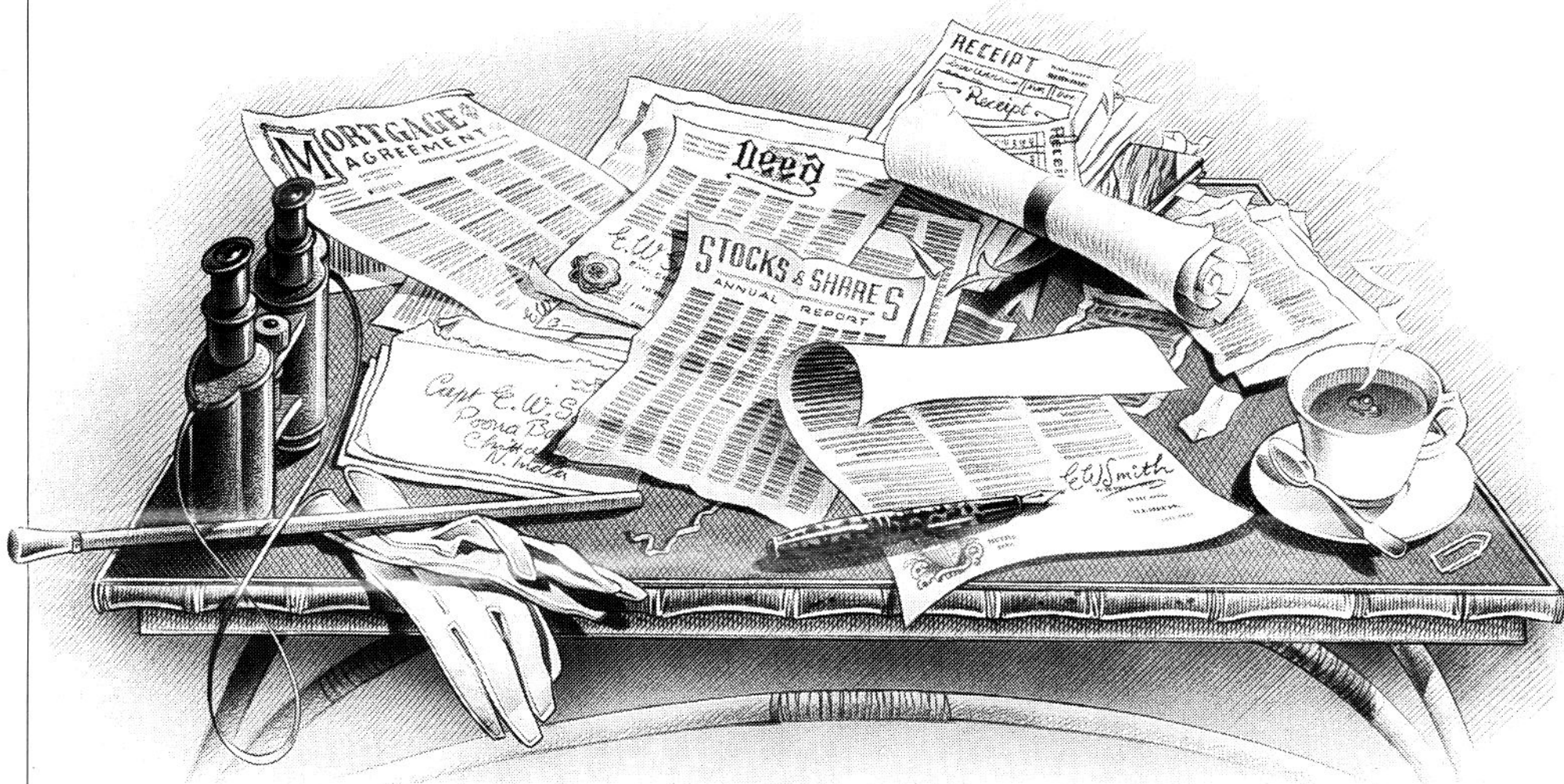
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THE THOROUGHbred BANK.

Taranto squadron strikes gold



Stringbag heroes mark 50 years

THE famous Swordfish raid on the Italian fleet at Taranto was recalled when 819 Naval Air Squadron, based at HMS Gannet, Prestwick, celebrated its 50th anniversary.

Cdr. Bobby Going, one of the first members of 819 Squadron, had an eager audience when he reminisced about the attack by 20 Fairey Swordfish 'stringbags' including eight from 819 Squadron, which sank three battleships at their moorings and effectively neutralised the Italian fleet for several months.

During the war years the squadron's aircraft saw much distinguished service in the Mediterranean and later operated with RAF Coastal Command on torpedo and mine-laying sorties against E Boats and coastal shipping off the Dutch coast.

Disbanded

The squadron disbanded in March, 1945 and more than a decade was to pass before 819 reappeared on the active list, flying Wessex I helicopters in the anti-submarine warfare role.

In February, 1972 the squadron switched to the Sea King Mk I at Royal Naval Air Station Culdrose, moving to Prestwick in October that year.

Operating from a civilian airport was a unique experience for 819 Squadron and it was unusual for a front-line ASW squadron to be shore-based rather than attached to a ship.

Still flying from HMS Gannet at Prestwick, 819 is now the testing squadron for the new and complex Sea King Mk 6 ASW aircraft.

Squadron tasks include providing support for ASW operations, training for submarines in the Firth of Clyde area, involvement in exercises and a host of secondary roles.

Since July last year the squadron has also been providing a Search and Rescue flight which can be airborne within 15 minutes by day and 45 minutes at night and often carries out sorties in the



beautiful but dangerous mountains of Scotland.

More than 60 former members of 819 Squadron attended the 50th anniversary celebrations, travelling from as far away as Canada.

Many old friendships were renewed. Tony "Steady" Tuke, Dave Corkhill and Stan Brilliant, who served together in the squadron during the Second World War, had not been in touch for many years. For current members of the

squadron the reunion was a fascinating taste of the past.

At the conclusion of a flying display a Sea King flew past a Fairey Swordfish — the squadron's first aircraft.

Two days of celebrations concluded with a dinner. Lieut.-Cdr. Ivor Milne, 819's Commanding Officer, presided and the guest of honour was Admiral Sir Benjamin Bathurst, Commander-in-Chief Fleet.

Admiral Bathurst, who com-

manded 819 Squadron in 1969 and is now the Navy's most senior pilot, unveiled a picture of a Swordfish and a Sea King Mk 6, presented to the squadron by local artist Tom Everend.

The anniversary cake was cut by Cdr. Going and LAEM Gus Bayliss.

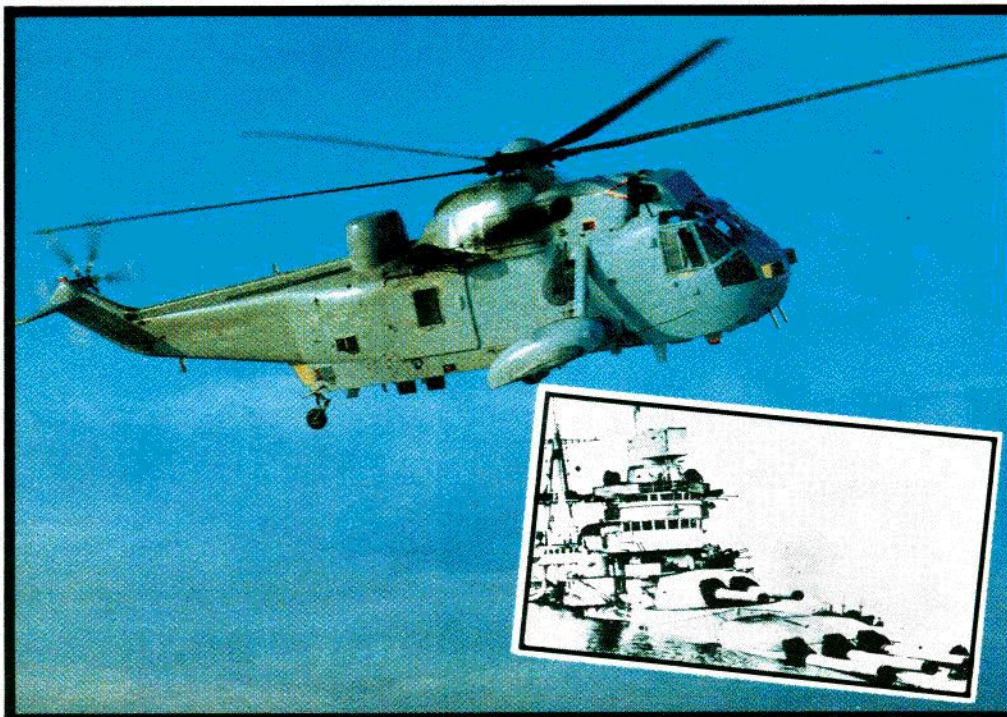
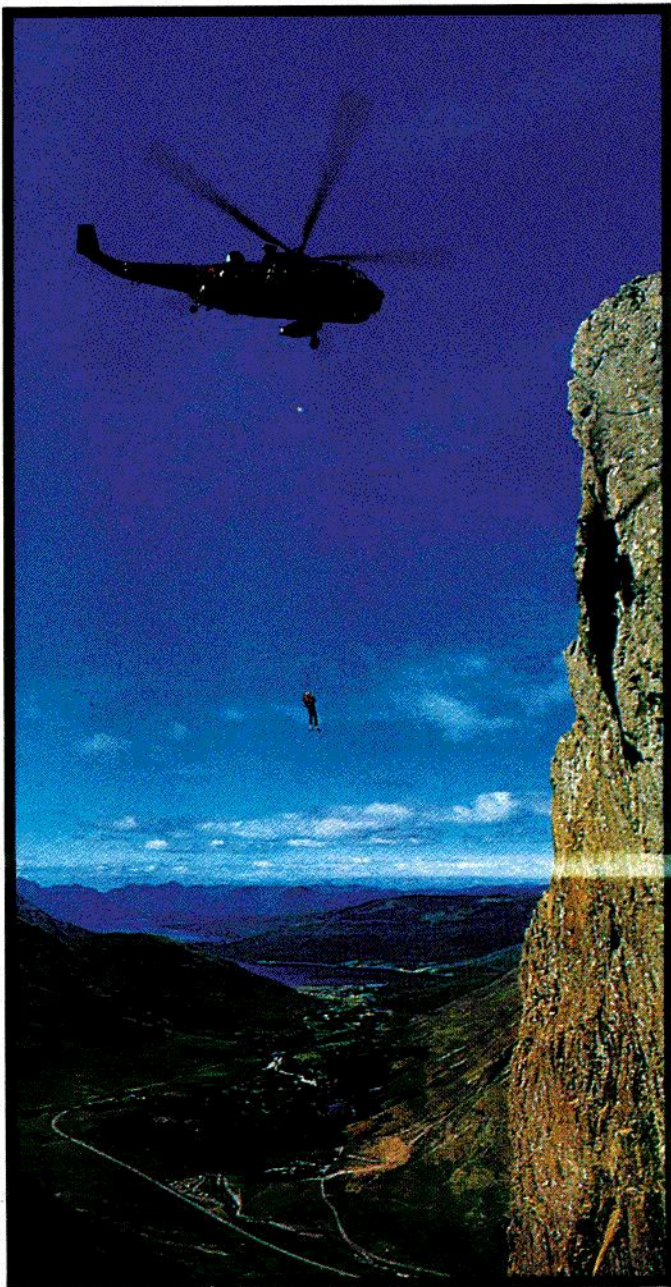
To crown a busy and highly successful year, 819 Naval Air Squadron and HMS Gannet were awarded the Barbara Flight Safety Shield.

● Above, right — 819 Squadron's new Search and Rescue Flight, Lieut.-Cdr. Roy Lewis heading the team. Left to right are LAcmn Dave Bedford, Lieut. Phil Linscott, Lieut. Vic Gover, Lieut. Simon Hoare, Lieut. Nick James, Lieut. John Newell, LAcmn 'Bing' Crosby, Lieut. Jerry Scott, Lieut. Russ Eatwell, Lieut.-Cdr. Scott Bruce, USN, Lieut. Mark Francey, Lieut. Stewart Vallance, LAcmn Bob Yeomans, Lieut. Jim Nunn and POAcmn Jim Scott.

● Above, left — the Flight in action. 819's Sea King HAS 5 picks an injured climber off the side of Glen Coe.

● Bottom, left — Gannet's bright modern interior. Left to right in the Junior Rates Mess are AEA Evan McGregor, AEM(WL) Mike Ahern, ACK Fergus Hughes, AEM(WL) Colin Murdoch and AEM(M) Dave Hall.

● Below — a Sea King HAS 6 on passive operations tracks a submarine. Inset: 819's finest hour — one of the Italian battleships sunk by its Swordfish torpedo bombers at Taranto.



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If you merely wish to be kept up-to-date with general on-going developments until you are ready to leave the Service, simply write enclosing relevant details to: Project Al-Yamamah, MSL Advertising, Sovereign House, 12-18 Queen Street, Manchester M2 5HS.

We'll be in touch from time to time, in the strictest confidence of course.



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Calling Old Shipmates

HMS Raleigh (1956): Mr. E. H. Richards, 8 Durham St. Grange, Cardiff CF1 7PB would like to contact his old shipmate, Colin Manning of Maidstone.

HMS Thruster LST (1943-45): Mr. Ron Hill, 17 Groveside Road, Chingford, Essex E4, would like to contact any old shipmates.

HMS Prince of Wales: Mr. Tom Fitzsimmons, 205 Aycliffe Road, Borehamwood, Herts WD6 4AA wants to contact 'Yanto', survivor of the Prince of Wales.

Motor Minesweeper 174: Mr. Vic Blackie, 3 Vicars Croft, Rugeley, Staffs, wants to hear from old shipmates (1942-45).

HMS Ceylon: Mr. Ron Pratt, ex-RM, 33 Swarraton Road, Havant, Hants PO9 2HH, who organised a recent reunion of old shipmates wants to contact more ex-Ceylons.

HMS Vanquisher: Mr. Stanley Armstrong, 11 Nettiehill Road, Ballymacash, Lisburn, Co Antrim, N. Ireland BT28 3HA, wants to contact former shipmate Roy Bentley, a footballer in later life, who played for Swansea.

HMS Hunter (AC80): Mr. F. Stevens, 19 Cell Farm Ave, Old Windsor, Berks, SL4 2PD, would like to hear from old shipmates.

HMS Faulknor (1938-40): Mr. Joe Scurr, 47 Fortunes Way, Bedhampton, Havant PO9 3LX, wants to contact old shipmates.

Malta Convoy Escorts: Mr. K. Hadley, 25 Harthill Road, Conisborough, Doncaster, S. Yorks DN12 2HG, wants to contact former members of HM Ships Stork, Exmoor and Deptford.

HMS Superb (1949-56): Ms L. Reddick, Old Suffolk Punch PH, 10-12 Grand Parade, Green Lanes, London N.4, on behalf of her father, ex-L/SEA A. D. Reddick, wants to contact his old shipmates.

HMS Zulu (1942): Mr. Tom Cox, 41 Neal Close, Plympton, Plymouth, wants to contact survivors of the raid on Tobruk, Sept 14, 1942, also Lieut-Cdr Tom Baird, L/S John Espin, GI George Hutchings, AB Tom Gahan and 'Baron' Dawkins.

HMS Dauntless & Lars Risdel: Mr. Frank Simms, PO Box 94, St Anthony, Newfoundland AOK 4S0, would like to hear from old shipmates, especially, Cook ('Stew') and Green.

HMS Ships Eagle & Ark Royal (1958-64): Mr. G. Goulding, 73 Pitneys, Paston, Peterborough PE4 6BB wants to trace his former best man, Anthony 'Tony' B. Jones, who came from Swansea, who may have been on the helicopter squadrons as an Art App (Eng).

557 Flotilla LCA: Mr. G. Trigg, 34 Woodford Crescent, Heathcote, New South Wales 2233, Australia would welcome news of old shipmates.

HMS Finisterre (1945-47): Mr. Vic Fagence, 36 Wrington Mead, Congresbury, Bristol BS 195 and Ted Hignett would be pleased to hear from old shipmates with a view to a reunion, especially, Charlie, Len and 'Ginger' to name but a few.

HM Ships Neptune and Rowena: Mr. Jack Williams, secretary Algerines Association, 395 Lytham Road, Blackpool, FY4 1EB, has been asked to trace 'Georgie' Walton, sole survivor of the Neptune who went on to serve in the Rowena (1944-45).

HM Ships Nabreekie and Nabstord (MONAB 7): Mr. J. Jackson, 9 Nabs Head Lane, Samlesbury, Nr. Preston PR5 0QU wants to hear from old shipmates (1945-46).

HMS Hermione (1969-72): Mr. S. Brotherton, 37 McCarthy Close, Birchwood, Warrington WA3 6RS, Cheshire, would like to hear from ex-AB James Haddon of East Kilbride and ex-LME Mick Docherty of Glasgow.

Convoy Signalmen: Mr. G.H. Waddington, 3 Ploughfields, Westthroughton, Bolton, Lancs BL5 3LG, would be pleased to hear from old shipmates and wants to know if they have an association and if a reunion is planned.

HMS Theseus (1954-55): Ex-POME J. Hetherington, 34 Whitehouse Street, Middlesbrough, Cleveland TS5 4BY, wants to contact ex-LME Ken (Speaky) Lowe, who also served in HMS Forth, Malta.

HMS Cubitt (K12) (1943-44) Mr. I.J. Morgan, 2 Holland Way, Barry, S. Glamorgan CF6 7RF would be pleased to hear from old shipmates.

HMS Renown (1939-45): Mr. Jamie Black, North Street, Ballycastle, Co Antrim, N. Ireland, wants to get in touch with the seven original crew or anyone who served in the Renown.

HMS Duke: Mr. Roy Finch, 108 Oxford Road, Warrington, Cheshire WA2 7TH, wants to get in touch with Alan J. 'Nobby' Slatter, who with 14 Sea Cadets joined the Navy as a Boy Sig, June 1945. They went on to train at HMS Duke and HMS Scotia and as members of 441 class qualified as signalmen. The ex-classmates hope to meet in Oct and would like Mr. Slatter to join them. His last known address, Gillingham.

HMS Imperieuse (1945): Mr. C.W. du Floo, Vuchasaraat 49, 4816 BL Breda, Netherlands, wants to get in touch with ex-Stoker Douglas Stevens, who trained aboard the Imperieuse, Devonport April-May, 1945.

War-time Wrens: Mrs. Margaret Rowe, nee Day, 19 Trenow Road, Bethel, St Austell, Cornwall PL25 3EB, wants to contact those who shared the top cabin with her in the WRNS Quarters, Garfield, Stoke, Devonport 1944 also the MT Drivers who served at Mt Wise, Devonport 1944-45.

HM Ships Junella, Soberton, Exeter and Renown: Lieut-Cdr Mark Rowledge, Commanding Officer of the Junella during the Falklands campaign and who served in the Soberton, Exeter and Renown is ill in St Wilfrid's Hospice, Grosvenor Road, Chichester, W. Sussex. It would cheer him greatly to hear from old shipmates.

Over to You

HMS Kenya: The Rev Colin A. Westmoreland, Wisley House, 206 Old Bakery St, Valetta, Malta, has a pedestal in his church, St Andrew's, Valetta, Malta, made from the gangway of the Kenya by ERA A. Neate of HMS Rampura, 1957. He would welcome any information.

Giant Tortoise: Mr. David Spratt, Director, Operation Curieuse (Giant Tortoise Project), 129 Marlborough Hill, Harrow, Middx HA1 1UJ, would welcome information about a Galapagos giant tortoise which died at London Zoo, 1983. It was one of a pair purchased from a Capt Lockhart Cottle, May 6, 1924, who sold two other tortoises to Lord Rothschild.

'Esther in WesPac': Mr. George Martin, PO Box 234, Orinda CA 94563 USA, seeks information on any of the episodes in which officers of the Wardrooms of the US, Royal and Australian navies fought for, captured and defended the possession of the portrait of Esther Williams during the decade following the Second World War.

'Yank in Distress' (1944): Mr. G. L. Stebbings, Little Patches, The Street, Rickingham, Diss, Norfolk IP22 1EG, one of a crew of ten which included Lieut. John Pakiz, Bombardier, want to contact the crew of the minesweeper which rescued them when on returning from a raid on Berlin, May 19, 1944, they had to ditch their USAAF Flying

Reunions

Yeovil & District FAA association meets on the third Tuesday of the month, at the Old Barn Club, Yeovil and welcomes new recruits. Details of the branch from: Mr. Ken Leslie, (tel. Yeovil 26237).

HMS Ceylon (1950-52): A mini reunion held last month was a great success. Those interested in the 1991 reunion contact: Mr. 'Sticks' Pratt, 33 Swarraton Road, Havant, Hants PO9 2HH or Mr. Alex Wood, 10 Norman Road, Richmond, N. Yorks DL10 4PA.

Fast Minelayer Assn: The annual reunion for former members of HM Ships. Abdiel, Apollo, Ariadne, Manxman, Latona and Welshman, on Sept 8, at the RN Memorial, Plymouth Hoe at 1200 and at 1400 at the Royal Fleet Club. Further details from Mr. Gwyn 'Taff' Evans, 58 Beverley Grove, South Shore, Blackpool.

Ashburton High School for Girls (1947-60): The school, known as 'Greylands', is hoping to trace former pupils who joined the WRNS with a view to an autumn reunion. Those interested contact: Mrs Susan Maynard-Smith (nee Lewis), 226 Exeter Road, Exmouth, Devon EX8 3NB.

Southampton RN Officers Association celebrated its 25th birthday at a dinner in the Wardroom of HMS Wessex, on March 16. The guest of honour was Commander-in-Chief Naval Home Command, Admiral Sir Jeremy Black. The association boasts 95 members who enjoy a range of activities from lectures to social events. They meet in the Wardroom of HMS Wessex.

RNVR 50th anniversary reunion, attended by 40 veterans and their wives, opened with a buffet lunch in HMS Camperdown, by courtesy of Cdr. Dickenson RNR and members of the ship's company. A 'lamp-swinging' session followed in the frigate, HMS Unicorn, launched in 1824 and still afloat. In the evening the visitors were entertained in Dundee RNA club. A thank you from all who attended reunion for the welcome and hospitality extended.

HMS Eskimo (Tribal) association: Shipmates of 1939-45 commissions are invited to a reunion on Sept 30, to be held at Belle Vue-Park, Lowestoft. Full details from Mr. Joe Ayton, 'Hollow-Dene', Hooley Drive, Rayleigh, Essex (tel 0268-785-436).

HMS London (1947-49): A weekend reunion held at Portsmouth was attended by 120 former shipmates and guests. The next reunion will take place over weekend April 20-21 1991, to mark the 42nd anniversary of the Yangtze Incident. For details contact Shipmate John Parker, 80 Carlton Road, Fareham, Hants PO16 8JH.

Fortress at 1335 hrs approx, 25 miles off Gt Yarmouth.

Fleetwood (Sc) Old Boys' Band: The ex-Sea Cadets who form the band want to present themselves in mid-60s naval rig and would be grateful for bell bottoms, white fronts, tunic tops, collars and caps of the period. If you can help contact: Mr. T. D. Tilling, 54 Mowbray Road, Fleetwood, Lancs FY7 7JJ.

Leicester Senior Service Club: Contrary to an impression given in a letter in the March edition of Navy News, membership of the Leicester Senior Service Club continues at its highest level and funding is adequate, writes Mr. E. W. Varnam, the club chairman. While he agrees that the club is deserving of greater support the prospect of closure does not arise, nor has it ever been considered by the management committee.

HMMGB 2002: Mr. Haydn Morgan, 'Brooklands House', Bedwellty Road, Aberbargoed, Bargoed, Mid Glamorgan, lost his brother, Graham B. Vivian Morgan, a Merchant Navy wireless officer, when the HMMGB hit a mine, en route from Hull to Iceland, May 12 1945. We would welcome any information about the sinking and would like to contact the two crew members who survived.

The Cutters Association: A reunion and annual general meeting will be held at The Bull Hotel, Peterborough, June 5 (12 noon to 6 pm). Further details from: Mr. Sid Simkin, 67 Orchard Way, Wymondham, Norfolk NR18 0NY before May 15.

TS Comus Sea Cadets: On June 23, 1990, a reunion for all HMS Comus Comrades will be held at the headquarters of TS Comus, Wallsend on Tyne. Further details from: Mr. C.W. Murrin (tel 0372-377928) or from 2nd Officer D. Powell (091-259-6693).

HMS Cotton (K510): The fourth reunion will be held at Southport, Aug 11 to 18, to which survivors of HMS Goodall are most welcome — weekend vacancies limited. Details from: Shipmate Len Haydock, 24 Mill Street, Ormskirk, Lancs L39 4QD.

Association of WRNS: On Sat, Sept 1, at Wembley Conference Centre, there will be a reunion of ex-Wrens and naval nursing sisters who served either during the First or Second World Wars, or since. For further information write, enclosing stamped addressed envelope to the Reunion Committee, 1A Chesham Street, London SW1X 8NL.

HMS Foylebank: To mark the 50th anniversary of the sinking of the Foylebank, a reunion will be held over weekend June 29 to July 1, at the CPO's Mess, HMS Osprey. For details contact: Mr. D. E. Bishop, Shillings, Raekenford, Tiverton, Devon EX16 8DU.

HMS Barham Survivors Assn: The 34th reunion dinner will be held in the Royal Sailors' Home Club, Portsmouth, 1730 for 1800 on Sat, May 19, and will be followed on Sunday, May 20th, by a service in St Ann's Church, Portsmouth Dockyard at 1000. Mr. Percy Cullum (tel. 0903 63350) will have details later of the annual memorial service and wreath laying in Westminster Abbey.

HMS Ark Royal Boys Assn: A successful get-together was held at the Royal Sailors' Home Club, Portsmouth and another mini-reunion is planned for April 3, 1991, to mark the 50th anniversary of the loss of the Ark Royal. For details contact: Mr. George S. Roe, 35 Shelley Ave, Clifton, Nottingham NG11 8GR.

HMS Duke (1941-46): Over 100 former sailors and Wrens who served at the wartime HMS Duke, now the Royal Signals and Radar establishment (RSRE), returned to Malvern in Worcs, for a nostalgic reunion — the first since 1946. The Malvern Hills District Council held a civic reception for the visitors, including those from Newfoundland, South Africa and the US. During the weekend the visitors attended a service at Great Malvern Priory Church and visited the lake at Lake House where they learnt the rudiments of launching, crewing and recovering a ship's whaler and cutter.

HMS Hood Assn: A reunion will take place on May 12 at the Royal Sailors' Home Club, Portsmouth 1800 for 1900 followed next day, May 13, by the annual general meeting at 0930 and a service in St Ann's Church, Portsmouth Dockyard at 1130 hrs. Muster at Main Gate, The Hard at 1115.

Ton Class Assn: A social evening will be held at Luton RNA Club, Diadem House, 124 Crawley Green Road, Luton at 1930, on May 12. Details from: Mr. Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF.

HMS Pink (K137): A successful reunion, attended by 20 ex-crew members including the ship's Commanding Officer, Sir Robert Atkinson, accompanied by Lady Atkinson, was held on April 4. Further details from: Mr. Stan Vickers, 48 Lisle Court, Dagger Lane, Hull HU1 2LX.

Southampton RN Officers Assn: A dinner was held in the Wardroom of HMS Wessex to mark the silver jubilee of the association which boasts 100 members. The guest of honour, Admiral Sir Jeremy Black, Commander-in-Chief Naval Home Command cut the anniversary cake.

RN Ex-Field Gun Reunion: Capt. Mike Grettton RN and Cdr. Peter Booth RN were guests of honour at a reunion held aboard HMS Invincible and attended by 36 ex-field gunners representing three Naval Commands.

HMS Whitsand Bay Assn (1945-56): Fifty shipmates and wives enjoyed a weekend reunion at the Union Jack Club, London. Details from: Shipmate Tom Naish, Somerville, 2 Chorleywood Close, Braclia, Bridgend, S. Wales CF31 2EU.

The Cumberland Assn second reunion held at the Sheraton Hotel, Blackpool was attended by 78 members and wives, a get-together is planned to take place in the Union Jack Club, London, over weekend Sept. 22/23. The third reunion will be held in Great Yarmouth, over weekend March 1-4 details of which can be obtained from: Mr. M. Clamp, 123 Queen's Ave, Pontefract, W. Yorks WF8 4SE.

HMS Ulster: At the 25th Destroyer Flotilla reunion held at Blackpool, a service was held in St John's parish church, conducted by Canon Richard Impey, for those lost in the Ulster at Okinawa.

HMS Exeter: The annual reunion of former members of the Exeter was attended by 80 former Japanese prisoners-of-war, survivors of the Exeter. The weekend reunion was held at Babbacombe, Devon.

Tobruk: Survivors wishing to attend a reunion at Plymouth sometime in Oct., especially former shipmates of HM Ships Zulu and Sikh and all naval and military personnel contact: Mr. Tom Cox, 41 Neal Close, Plympton, Plymouth PL7 3YY.

Russell Cotes Nautical School and the Parkstone Sea Training School: A reunion of old boys will be held at Poole Ex-Servicemen's Club, North Road, Parkstone, on Sat., May 19 at 2 pm. Further details from: 'After Care' Section, Barnardos, Tanners Lane, Barkingsside, Ilford, Essex IG6 1QG.

Portsmouth Field Gun Assn annual general meeting will be held at Whale Island (HMS Nelson) on Fri., June 22, in the 'Hole in the Wall' club at 1930 hrs.

Portsmouth Field Gun Crew annual reunion will be held at Whale Island (HMS Nelson) on Sat., June 23. Runs commence at 10.00 hrs. Further details from: P. Ruddock, 56 Kingsley Road, Milton, Portsmouth, Hants PO4 8JL.

HMS Sheffield reunion will take place at Homelea Hotel, Worthing Road, Southsea, on Sat., May 5, cost £5 each. Further details from: Mrs. A. McClafferty, 61 Billy Lawn Ave, Leigh Park, Havant, Hants PO9 5HL.

HMS Norwich City: Mr. Raymond Gaw, 15 Manor Street, Donahadee, BT21 0HB, Co Down, N. Ireland would like to know details of a reunion, if one is planned.

RN Commando Assn annual general meeting and reunion will be held at the Nautical Club, Bishopsgate St, Birmingham, May 19, at 11 am, followed by an evening dance. There will be a church service and parade on May 20, 10.30 am in St Augustine's Church, Edgbaston. For details contact: 021-384-7356.

WO's & Senior Rate Stewards reunion dinner will be held in the WO's and Senior Rates Mess, HMS Raleigh on Fri., June 8, 1915 hrs for 2000. Further details from WO C. H. McLean, RN Supply School, HMS Raleigh, Torpoint, Cornwall.

8th Destroyer Flotilla & Squadron Assn reunion will take place at Scarborough, over weekend Sept. 7 to 9. Coaches will leave Southampton, Portsmouth and Southend-on-Sea. Those interested contact: Mr. G. W. Toomey, 1 Parkhurst Road, Prenton, Birkenhead L42 4RE.

Old Illustrians' Assn southern branch annual general meeting and supper/dance will take place at the Royal Sailors' Home Club, Portsmouth, May 26, at 6.30 pm. Reservations (no tickets) £11 per person. Further details from: Mr. W. W. Griffiths, 13 Barnsbury Close, New Malden, Surrey KT3 5BP.

Jervis Division FAA Apprentices (1945): Those interested in a reunion at the RN Home Club, Portsmouth, Aug. 18, contact Mr. John Platts, 15 Kingsmead Ave, Stubbington, Hants PO14 2NC.

HM Ships Prince of Wales and Repulse: To mark the 50th anniversary of the loss of the Prince of Wales and Repulse, survivors will make a pilgrimage to Singapore in Dec. 1991, where a commemoration and memorial service will be held. Survivors of HM Ships Electra, Express, Tendus and HMAS Vampire welcome to attend. Further details from: Mr. H. 'Tom' Fitzsimmons, 205 Aycliffe Road, Borehamwood, Herts WD6 4AA.

HMS St Vincent No 4 Entry: There has been a good response to a reunion planned for 1992 and the co-ordinator would like to hear from others interested. They should contact: Mr. John Youde, 19 Charlotte Close, Priory Fields, Little Haywood, Stafford ST18 0QJ.

Rooksdown Club: Ex-naval patients who underwent plastic surgery treatment at Rooksdown House from 1940 to 1959, are invited to attend the club's annual reunion dinner in Southampton, on May 19. They should contact: Mr. Ray Gordon, 'Farmfield', Park Road, East Grinstead, W. Sussex RH19 1DW.

HMS Quality (1942-45): Ex-crew members interested in attending the first reunion contact: Mr. G. W. Craven, 11 Windsor Drive, Shephed, Loughborough, Leics LE12 9QR.

K 212 HMS Hyderabad (1942-45): Mr. Steve Attwater, 7 Mickleburgh Ave, Herne Bay, Kent CT6 6HA, wants to contact former crew members who knew his late grandfather, L/Tel Arthur Henry Robert (Bob) Atkins, also crew of rescue ships, HMS Empire Purcell, Empire Lawrence and Tyndale, with view a reunion to mark the 50th anniversary of the commissioning of the Hyderabad.

Russian Convoy Club (Devon & Cornwall) annual general meeting will take place on June 26, at 11.30 in the Royal Fleet Club, Morice Square, Devonport. Further details from: Mr. Bernie Hudson, 12 The Crescent, Exmouth, Devon EX8 2PE.

HMS Blackcap: A reunion of former members of the Blackcap will take place over weekend May 28/29 at the RNA Club, 16 Leigh St, Warrington, followed by a service on Sunday, May 29, at Appleton at 11.30 am. Further details from: Mr. S. Brotherton, 37 McCarthy Close, Birchwood, Warrington WA3 6RS.

HMS Orion Assn. For details of a mini reunion, held at the Nautical Club, Birmingham, contact: Mr. Derek G. Kent, 54 Downhills Park, Blundellsands, Liverpool L23 8ST.



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Sultan steams ahead with national award

A HOBBY pursued by service personnel at HMS Sultan, the Royal Navy's Marine Engineering School, at Gosport, has gained a prestigious national award.

Officers and ratings who maintain and operate a 1930 Super Sentinel Steam Waggon for charity appearances throughout the summer months have taken first prize in the Road Category of the 1990 Steam Heritage Awards.

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first loaned to HMS Sultan in 1960.

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At a presentation ceremony in the National Railway Museum this month they received an engraved trophy, certificate and cheque for £750 from Malcolm Edwards, commercial director of British Coal, principal sponsors of Steam Heritage

Royal honour for 'Uncle Bill'

THE Queen has unveiled a statue of Field Marshal the Viscount Slim, which stands outside the Ministry of Defence alongside the statues of Field Marshal Montgomery and Sir Walter Raleigh.

Burma Campaign

The memorial statue of "Uncle Bill" as the Field Marshal was affectionately known to his soldiers, was commissioned by the Burma Star Association to honour their leader of the 14th Army in the Burma Campaign.

The Queen was accompanied by the Duke of Edinburgh, who is Patron of the Burma Star Association.

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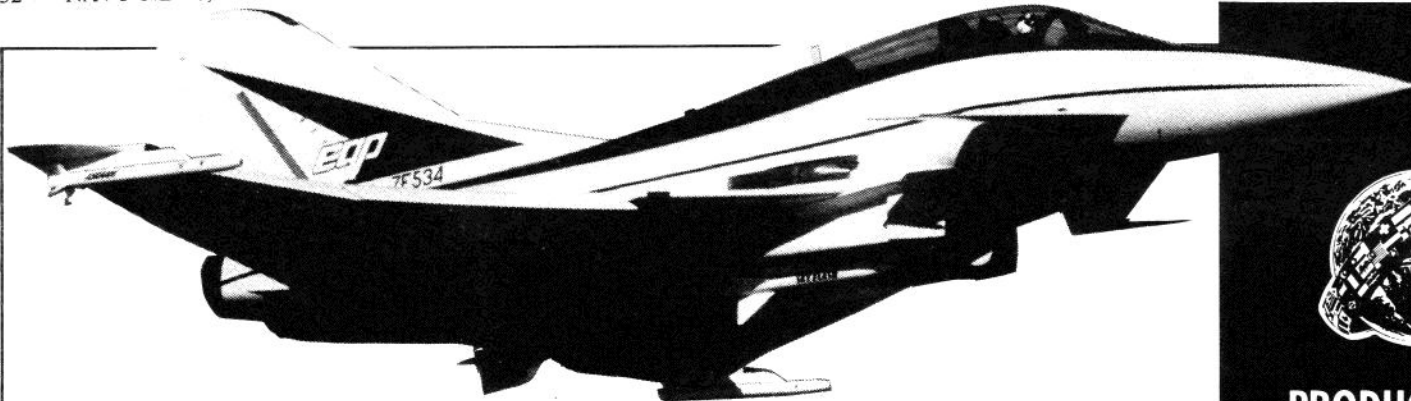
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Droggies' derby

THE Hydrographic Survey Flotilla held its annual fun and activity weekend for Combined Cadet Force units affiliated to its ships.

Held at HMS Raleigh, the event was attended by cadets from six schools. Outdoor activities included power boats, .22 shooting and runs over an assault course. There was also a full sports programme.

Cadets from Reading Blue Coat School, affiliated to HMS Herald, won the Survey Flotilla Shield, awarded to the best unit on the parade ground and sports field.

Hallam make contact

HMS Sherwood, Nottingham's Royal Naval Reserve Unit, hosted the Duffy Trophy Competition — an annual event to test the skills of the Navy's Reservist communicators.

After a keenly-fought match HMS Hallam (Sheffield) emerged winners with HMS Mercia (Coventry) taking second place, closely followed by HMS Ceres (Leeds).

The Duffy Trophy was presented to the winning team by Capt. the Rt. Hon. The Earl of Derby.



Golfers lose but Stephens pleases the spectators!

A STRONG Dorset side avenged their defeat of last year by beating the Royal Navy 13½-4½ at Lyme Regis Golf Club, writes *Lieut.-Cdr. Roger Knight*.

A cold northerly wind made play difficult, but although the greens were hard they were in very good condition. The result did not reflect the quality of the Navy's golf and the side could consider themselves unlucky to go down by such a large margin.

Hampered by last minute changes, there wasn't one RN pairing of last season. Despite this, five of the six foursomes matches went to the 18th, but regrettably the Navy could only manage two halves and found themselves 5-1 down at lunch.

The two halves came from Lieut.-Cdr. Alan Bray (Temeraire) and Lieut. Richard Hamilton (CINCAVHOME), and CPOMEA Steve Stephens (Neptune AFD60) and POWEA Jim Thomson (Valiant).

Newcomer MEM(M) Colin Wilson (Glasgow) came into the side straight from sea to team up with Lieut.-Cdr. Ian Yuill (Dryad). They were unlucky to lose by one hole.

The singles got off to a good start and despite Surgeon

Lieut.(D) Phil Guest (Naval Dental Clinic ESB) losing by one hole (the 15th to an eagle), Yuill and CK Stuart Huxtable (Neptune) had comfortable wins. CPO Pat Smith (Culdrose) gained a creditable half.

However, the next six matches all lost, but Stephens, making a welcome return to Navy golf after an extended period at sea, showed his nerve was still good.

Having hit his approach to the 18th green rather too boldly he found himself having to play his third shot off the practice green, right in front of a clubhouse full of spectators. He managed to thread the ball through the practice green pins and finished up only a foot away from the hole, winning his match and another valuable point for the Navy.

Despite the result, the potential of the Navy side augers well for the rest of the season. Morale has also been boosted by the news that sponsors Astra Holdings PLC have agreed to honour their sponsorship deal despite their current problems.

Sport

FLEET TAKES TEAM TITLE

HOSTED by HMS Collingwood, the Royal Navy and Inter-command Table Tennis Championships saw a lower turn out of players this year but a high standard of competitive sport all the same.

Six teams participated in the Inter-Command event. Portsmouth A and Fleet pulled well clear of their rivals and met in the last team event to decide the title. A win for POWEM John Reha against PO Mitchell and two points conceded for being a player short was not enough for the Portsmouth team.

The Fleet team played consistently well and won 6-3, taking the team title for the first time.

The individual championships proved even more competitive, with a round robin system being employed for the first time. This enabled players to get in a lot more games.

An in-form POWEM Steve Reilly and the consistent LAEM Yens Anderson fought out the final with short rallies but plenty of third ball attacks. At one game each, Anderson serving 15-20 down pulled the match back to 20-20, but Reilly held on to become 1990 singles champion.

Semi-finals of the doubles

Table-Tennis

saw Reilly and Anderson defeat LAEM Steve Jackson and Std. Graham Ritchie, while MEM Ivan Hazell and AB Harrison defeated Sub Lieut. Tim Currass and Lieut.-Cdr. Trevor Ward. Hazell and Harrison went on to take the title.

Consolation soon followed for Ward, who won the veterans event. And the juniors event was taken by Harrison.

□ □ □

Any new players interested in competitive table tennis should contact Sub Lieut. Tim Currass at RNEC Manadon or POWEM(R) Reha at the POs' Mess, HMS Collingwood.

□ □ □

Ten players were selected to represent the Navy in the Tri Service Championships, at Stanmore Park, London.

In the first match of the team event, the RN A team played the strong RAF A

team. MEM Hazell won two games and with AB Harrison beat Fit-Sgt. Phillipson and Fit-Sgt. Claxton in the doubles. RN A 3 — RAF A 7.

Navy A then took on RAF B. Anderson, Hazell and Harrison won one apiece, with Hazell and Harrison beating Chief Tech. House and Cpl. Bannon in the doubles. RN A 4 — RAF B 6.

In Navy A's match against the Army, POWEM Reilly beat the previous Combined Services singles champion Cpl. Chris Freely and with support from his team mates the match was won. RN A 7 — Army 3.

Navy B lost to Navy A 0-10, to RAF B 0-10, to RAF A 0-10, and to the Army 3-7. This final match saw good wins from Ward and Ritchie (one each) and a Currass/Ward doubles victory.

Overall result: 1, RAF A; 2, RAF B; 3, NAVY A; 4, Army; 5, Navy B.

All events were dominated by the RAF in the Combined Services individual championships.

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Rolls Royce trophy goes to Culdrose

THE Rolls Royce Fleet Air Arm Engineering Efficiency Trophy for 1989 has been awarded to 706 Squadron, based at RN air station Culdrose.

The trophy recognises the zeal and efficiency shown by the squadron during a busy year, in which it maintained a high aircraft availability. There was an all-time record total of over 5,600 hours (3,600 sorties) flown, with an average of only two sorties a month lost for engineering reasons, and no aircraft accidents.

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A whisker's breadth from keeping title

CO-OPERATION of commanding officers in releasing players, particularly those serving at sea, for the Royal Navy soccer team is much appreciated by the Committee, writes **Lieut.-Cdr. Jim Danks**.

Results achieved by the side despite not having got together as a team for pre-match training are all the more creditable and reflect the coaching by team manager, Lieut. Henry Millington.

The RN team travelled to Tiverton to play Devon in the final match in the South West Counties Championship programme. Due to injuries and leave it was a much-changed team, with six players making their first appearance and PO Will Flint captain for the first time.

In the 19th minute LPT Nick Haigh narrowly failed to connect with a cross from PO Chris Baddoo. Defences of both teams were generally in command of a game played at a fast pace and Sean Mitchell (Dolphin) and Steve Wright (Invincible) were prominent for the Navy.

There was no score at half-time and the Navy introduced their subs, but despite much pressure from both forwards the game remained scoreless until two minutes from the end. It was in the 88th minute that Haigh took advantage of a slip in the Devon defence to nip in and score the winner.

This spirited performance ensured the Navy finished as runners-up in their group. They will rue a below par performance against Sussex where a draw would have seen them as champions of their group for the second year running.

□ □ □

Two goals from Sgt. Tiv Lowe and a third from POWEM(R) Steve Johnson secured the Navy a 3-2 win over the Prison Service at Newbold Revel. This was a sound performance against good opposition and to fight back after twice falling behind reflected the determination of the side.

Cpl. Gary Popple (CTCRM) and POAEB Bob White (Heron) made their debut in Navy colours and the match saw the return of WOPT Tommy Johnson (Temeraire), who brought a wealth of experience to the side.

□ □ □

The Constantinople Cup was retained by the Army for the third consecutive year after drawing with the RAF (1-1) and beating the Navy (3-0).

A header by Cpl. Gilman gave the Army just the start they wanted six minutes into the match against the Navy. The sailors continued to press for an equaliser but the score remained 1-0 after a very entertaining first half.

In the second, Tiv Lowe struck a tremendous free kick from about 35 yards out but it went against the bar with the keeper stranded on his line. This was to prove the turning point and show it was not to be the Navy's night.

In the space of four minutes the Army sealed their 3-0 victory. PO Chris Baddoo was brought on with five minutes remaining to win his first cap and he immediately brought a fine save from Wiscombe. At the other end, Jason White pre-

vented a fourth Army goal with a fine reflex save to turn the ball on to the bar.

□ □ □

HMS Illustrious lifted the Midi Ships Soccer Cup by defeating HMS Amazon 3-1 in a hard-fought, closely-contested

Soccer

final at Brickfields, Devonport.

Lust won the game by combining a solid, well-organised defence with the ability to convert chances into goals... and a degree of luck, writes **Sub Lieut. David Williams**.

Early exchanges saw play swinging from end to end, with Amazon desperately unlucky in having one effort cleared off the line after hitting the inside of a post. It was not until the 20th minute that MEM(L) Kev Shelley opened the scoring for Lust, beating the keeper with a fine lob shot from the edge of the penalty area. The remainder of the half became a hard midfield tussle.

The second half began with Illustrious relying on the quick through ball when Amazon's attacks broke down. This tactic

paid dividends after 15 minutes when a poor pass back to the keeper enabled CPO George Appleton to challenge and round the goalkeeper, simply side-footing the ball into the far corner of the net to make the score 2-0.

This acted as a spur to Ama-

zon's men and the pressure they exerted told 10 minutes later with a text-book header by LSEA Bob Boosey.

The goal gave the Amazon players heart and added impetus. It was, however, Illustrious who scored the final goal five minutes later. A quick through ball looked to be no danger as the Amazon keeper advanced to kick it clear.

No-one was more surprised then MEM(L) Jonah Jones when the clearance struck him on the side of the head and deflected to the left of the goal over the keeper's head!

All credit to Jones for reacting quickly and hammering the ball with a fine left foot half-volley into the roof of the net from a tight angle.

Forthcoming coaching courses and football fixtures: Lieut. Millington, Director of Coaching, will be directing two courses in May. May 13 — Coaches and Managers, a refresher course. May 27 — Coaches and Managers Acquaint Course (for prospective coaches and team managers). Applications to POPT A. McGoff, HMS Temeraire, Burnaby Road, Portsmouth, PO1 2HB.

Preliminary FA Coaching Course, June 2-10 at HMS Temeraire, directed by Lieut. Millington assisted by Sgt. T. Lowe and POPT I. Farley. Applications as above.

Combined Services Football Association v Netherlands Armed Forces: match to be played at Aldershot Military Stadium on May 8 (kick off 1930) for the Kentish Cup.

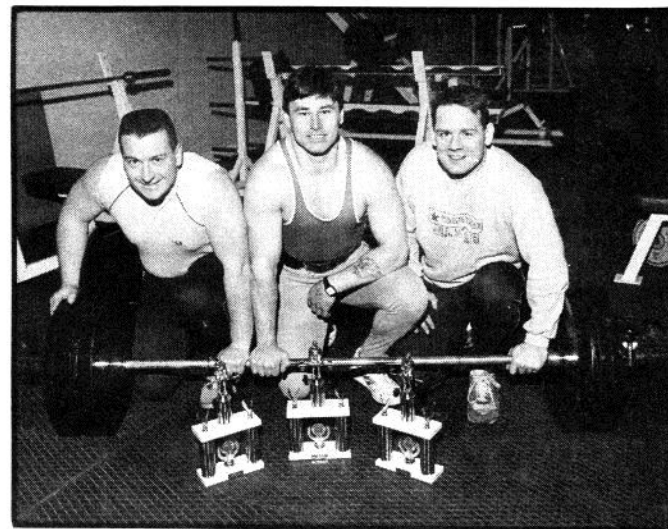
Jubilee Cup: CTCRM Lympstone v SEME Bordon at Bordon on May 9 (kick off 1500) is the final match of the competition.

□ □ □

From their squad of 28 professionals, Sheffield United fielded a mixture of experience and youth for the match against Combined Services at Catterick Garrison stadium.

There were chances for both sides in the first half, but they came to nothing. The game finished 0-0.

Representing the Senior Service were Sgt. Tiv Lowe (captain), Cpl. R. Wilson and POWEM(R) S. Johnson. Lieut.-Cdr. C. Brady was team coach.



MORE POWER TO THEIR ELBOWS!

CORNWALL Powerlifting Championships at Falmouth saw three men from RN air station Culdrose take first place in their weight classes.

SAC Tim Williams (left) lifted a total weight of 475kg in the 110kg class, PO(AH) Dave Reed (centre) lifted a total of 582.5kg in the 82.5kg category and AEM Darcy Lane lifted 515kg in the 90kg class.

Dave's performance qualified him to take part in the South West Championships at Swindon.

Tim, Dave and Darcy are

pictured (above) with their trophies in the recently refurbished weight room at Culdrose.

Athletes best in the west

THIS winter saw the Royal Navy Athletic Club retain the Westward League cross-country title. It had won the league for only the second time last winter — first victory coming in winter 1984/85 — and it was a marvellous achievement to win again.

The Westward League is the top civilian cross-country league in the West Country, comprising 50 teams from Yeovil westward. Competition takes place from October to March.

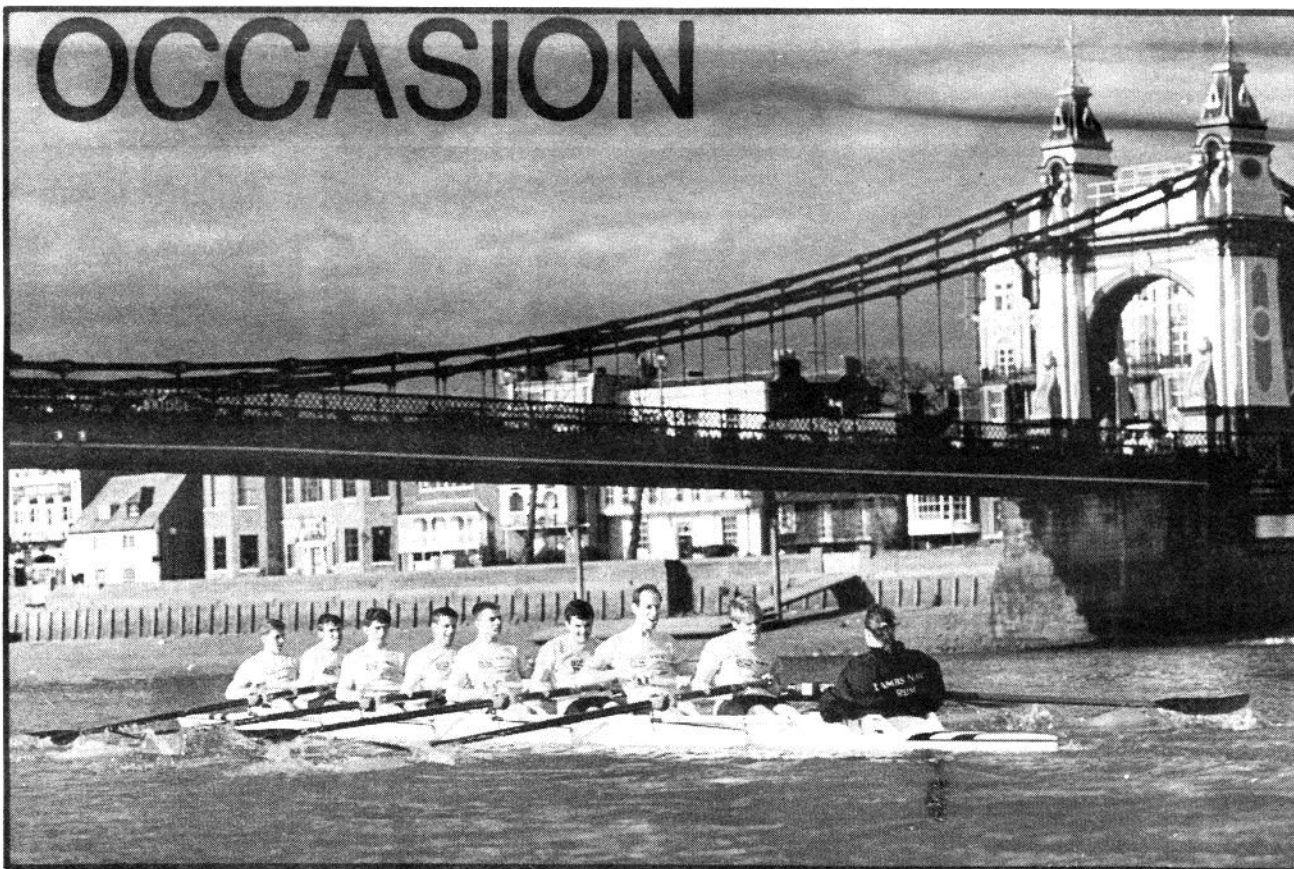
This year RNAC had a long, close struggle with Bideford AC, a new force in athletics in the region. The competition was finally won over the last two races.

In appalling weather conditions and mud at Tiverton in February and uncharacteristically hot weather at Paignton in March, the RNAC team performed tremendously well to build a significant points lead.

During the season 35 athletes turned out for the club, from units, ships and establishments throughout the West Country. Strength in depth and good, consistent performances over the season were key factors in the club's success.

This all bodes well for the future and it is hoped the runners translate winter success on to the road and track this summer.

EIGHT ROSE TO THE OCCASION



OXFORD'S rowers aren't the only dark blues out on the River Thames — the Royal Navy squad dedicated all of the winter training period to distance rowing along the Boat Race course.

The main aim was victory over the RAF and Army in the Head of the River Race and the Joint Services Regatta.

Two out of every three weekends were spent based at Thames Tradesmen Rowing Club in London. The crew, drawn from ships and establishments all over the country, undertook a gruelling programme of weekend rowing outings and weekly fitness training using weights and ergometers.

Coached by Mr Tony Hoyle, the RN Rowing Eight are managed by the Navy's top sculler, Lieut. Gary Foster, who rows at No 7 in the boat. The squad contains some of the biggest and fittest Navy athletes.

In the Head of the River Race, the crew

started 238th of 450 boats, each boat in the race starting 10 seconds behind the previous one. By the time they had reached Barnes Bridge, the RN had already stamped their mark on the race.

Rating a solid 34 strokes per minute, they had overtaken two boats within the first two minutes. The next boats were some way ahead but over the following mile-and-a-half to Hammersmith Bridge the Navy rowers ground down their lead.

By Harrods they finally overtook two more boats, taking from them a massive 60 second advantage. A final drive past Fulham Football Ground brought them very close to overtaking a fifth crew, but they were just pipped to the finish line by Putney.

This splendid effort achieved a time of 19min. 1sec and 136th place, increasing the crew's starting position by an incredible 102 places. Much more important, however, was a 10 second win over the RAF crew, regaining the Forces Pennant for the Navy, allowing them to go into the

Joint Services Regatta with some confidence.

The Regatta course is much shorter — 1,000m — and the Navy aims to win not just the 8s event, but also the coxed 6s, pairs and sculls.

To this end, the training at weekends continues for the squad. Sponsored by Lamb's Navy Rum, the Regatta is held at Peterborough and again the RAF is expected to provide the main opposition.

Rowing takes place at all levels of competition in the Royal Navy at centres in Portsmouth, Yeovil, Plymouth and London. Clubs are always on the look-out for new recruits. Women's rowing is one of the fastest growing sports in the country. All enquiries should be made to Lieut.-Cdr. S. J. Whiteman at HMS Sultan ext. 2138 or 2350.

ABOVE: The Royal Navy Rowing Eight caught in action beneath Hammersmith Bridge on the Thames.

Picture: Richard N. Thompson

BRONZE AWARD COURSE

A COURSE for the RLSS UK National Pool Lifeguard Bronze award will be held at HMS Temeraire between June 11 and June 14, with the examination the following day. Applications are invited from all comers, price £12.50, DCRN 57/90 Lifesaving Courses Serial 615 applies. Contact CPOPT P. Crowley on Portsmouth Naval Base ext. 25912 or Lieut.-Cdr. A. Walker on ext. 24131.

SIMON GREGORY RETAINS CS BADMINTON TITLE

TIDWORTH was the venue and the Army the host for the Inter-Service Badminton Tournament and Combined Service Championships and the Royal Navy men fielded their strongest team for some time.

They came out comfortable winners against the Army by nine games to four. The RN Women beat the Army women by the tighter margin of seven games to six. Second Officer Louise Say and Wren Angie Best clinched the doubles, which decided the match.

The RAF also beat the Army in both the mens and womens events, leaving a showdown between the sailors and airmen to decide the championship.

RAF Women defeated Navy women 11-2, but the mens competition proved closer. While the RAF dominated the singles, winning all four games, the Navy hit back in the doubles.

Sub Lieut. Simon Gregory and Lieut. Steve Williams won all three of their games and PO Andy Donaldson and MEM Ian Shore won two out of three, having gone to match point in the third.

MEM Nigel Onions and Lieut.-Cdr. Geoff Rowlands had a total of five match points in their three games, but the RAF held on to secure an 8-5 victory.

In the individual championships the RAF again dominated but Gregory managed to retain his CS singles title, comfortably beating SAC Ian Sim (RAF) 15-0 15-2 in the final. Sim and his partner, Ftl.-Lieut. Terry Heslin took their revenge in the doubles, beating Gregory and Williams in the final.

SENIOR BASKETBALLERS WIN SERVICE CROWN

OFFICIALS are hoping the resounding success of the Royal Navy's senior basketball team during the 1989/90 season will increase in the sport, particularly at under-21 level.

Following the Inter-Command Championships at HMS Osprey in November, the under-21 and senior teams were selected. January saw them undertaking a training weekend, again at Osprey, and playing against Weymouth Basketball Club.

In February the RNBBA organised a successful Inter-Association Tournament at HMS Temeraire, with the host team finishing a creditable fourth — a vast improvement on last year's eighth place.

April saw the under-21 and senior players gathered at Temeraire for the pre-Inter Services training week prior to championships at Aldershot.

The Navy's senior squad dramatically won

the Inter-Services, scraping a 78-76 win against the RAF on the Friday and the following day beating the Army 88-74 in a pulsating final.

There to watch the Senior Service take the Maclean Cup from the Army, the holders, were the First Sea Lord, Admiral Sir Julian Oswald, past president of the RNBBA, and his successor, Rear Admiral John Middleton. It was the first time the seniors have won the tournament.

Anyone interested in playing basketball or officiating should contact the RNBBA secretary, Lieut.-Cdr. Steve Fuller, on Portsmouth Naval Base ext. 23072 for further details.

Destroyer obliterates opposition

WHILE on a six month Armilla deployment, HMS Manchester's 1st XV played matches against nine clubs in seven countries.

The team recorded wins against the Gulf states' top clubs and also had the opportunity to play against top class players from New Zealand.

Unfortunately, because of the Manchester's programme, they were unable to compete in the Dubai Sevens, but even so did much to enhance the reputation of RN rugby around the world. The 1st XV ended the deployment undefeated and with an impressive points score of 194 for and 69 against.

FUN ON THE SLOPES

DIRECTOR of Naval Recruiting sponsored eight Combined Cadet Force cadets to take part in the first week of the Royal Navy ski championships in the French Pyrenees.

Aged 16 to 19 years, they represented schools from all over Britain and ranged widely in ability.

The CCF B-team was very strong and won the Small Ships B event, with all team members finishing in the top ten. The B squad also managed a first in the super giant slalom, beating their closest rivals — Royal Marines B — just fractionally.

Robert Moir (Strathallen) and André Benis (Charterhouse) were the two major talents. Robert finished first in one descent in the individual giant slalom, but was disqualified in the next race.

André was plagued by bad luck during the opening days but found his form later.

● Fathers and sons teamed up to play the generation game at the championships.

Lieut. Larry Young and his son, WEM(O)2 Robin Young, (both Fleet Engineering Centre, Rosyth) joined forces to ski for Scottish Command while CPOPT Tommy Wallace (Cochrane) and his lad, WEM(O)2 Jason Wallace (Colingwood), also met at the competition; though this time on opposing teams, with Tommy ski-ing for Scottish Command and Jason ski-ing for Portsmouth.

The last day of the competition saw a dual slalom for fun, in which fathers raced against sons in a relay event. This resulted in a narrow win for the sons, which the dads put down to luck.



Sport



Spirits high as Satquote heads home



SURGEON Lieut. Colin Berry made a flying visit back to Britain after Satquote British Defender, the Combined Services entry in the Whitbread Round the World Yacht Race, completed the fifth leg of the voyage.

Colin, pictured on the left with LRO Mark Stevens, trimming the spinnaker, brought word of high spirits aboard the yacht, which finished the leg from Punta del Este, Uruguay, to Fort Lauderdale, Florida, in sixth place.

Overall, SBD is lying in eighth place. She was due to leave Fort Lauderdale Southampton-bound on May 5. Crew members are praying for strong winds and hoping to complete the 3,500-mile final leg in under a fortnight.

An anaesthetic registrar at RNH Haslar, Colin joined SBD in Fremantle, Australia, as crew member and medical officer and by the end of the trip will have completed five of the six legs.

This is his second circumnavigation. He completed the 1981/82 Round the World race on FCF Challenger.

Robison takes on world

LIEUT. Chris Robison was the fourth British runner home in the World Cross Country Championships at Aix-les-Bains, France, finishing 91st of the 140 runners crossing the line.

Forty-eight nations were represented and Chris completed the 7.5 miles course in 36 mins. 16 secs., less than two minutes behind the winner. The British team came fourth overall.

Based at 706 NAS at RN air station Culdrose, Chris will try to break his Navy 10,000m. record on the track this summer and to gain a British track international vest.

Phoebe makes it a double!

HMS Phoebe achieved what is believed to be a sporting first by winning both the Midi-Ships Rugby Cup Final and Fleet Novice Boxing Championships in a single season.

The boxing took place at HMS Drake and of 11 boxers entered by Phoebe eight made the finals after a series of hard but cleanly-fought bouts. One of them, MEM(L) Scouse Polhill, was awarded the trophy for best boxer of the evening and has now gone on to represent the Royal Navy.

The 1990 Midi-Ships rugby final was played at Portland. In a closely-fought

game against HMS Chatham, Phoebe sealed the result in the last few minutes, winning 7-6. For CPOMEA(L) Mick Connolly (player/coach) the result was the culmination of over 20 years' service to Navy rugby, and he was suitably rewarded by scoring the winning try.

Both results were a fitting tribute to the hard work and support of all concerned.

TROPHY BACK WITH NAVY AFTER QUARTER CENTURY

LITTLETON Sailing Club was the venue for the twenty-ninth annual match between the Sailing Associations of the Royal Navy, Army, Royal Air Force and the Civil Service, in competition for the Victory Trophy.

The event took place in bright sunshine and a steady breeze of force 2-3, giving near-perfect conditions for team racing. New Enterprise craft provided by the RAF were used.

Competition was extremely close and after the first day's racing the RN and Army had each won two races and the

RAF and Civil Service each won one. On the second day the RN went on to win all their races and take the event for the first time since 1964, when Rodney Pattison led the RN team.

Acquisition of a sports video camera by the Royal Naval Sailing Association allowed the

racing to be recorded and played back afterwards. This not only provided evidence for a protest meeting but also some excellent footage for use as a training aid at rules seminars and RYA classes.

Overall result: 1, Royal Navy; 2, Army; 3, Civil Service and 4, Royal Air Force.

TRIATHLETES CROSS BASE

PORTSMOUTH is to be among the half dozen cities worldwide to stage a new, major sporting event — the Heineken Triathlon.

Scheduled for Sunday September 2, the event will attract world class athletes. They will tackle a 1.5km swim from Southsea, followed by a 40km cycle ride, the route entering Portsmouth Naval Base at Victory Gate, passing HMS Victory and leaving by the East Gate. Finally the competitors will set off on a 10k run.

Soviets in the pool

THE SOVIET Navy has accepted an invitation to send its water polo team to Portsmouth from May 8 to 13 to compete in a series of matches against the Royal Navy and civilian clubs.

The swimming pool at HMS Temeraire will be the venue and teams from the British Police and Civil Service will make up a quadrangular tournament with the two naval sides on the final day.

A limited number of spectators will be welcome to attend the matches being held on the evenings of May 10 and May 11 and from 1000 to 1700 on May 13. Applications for tickets should be made by telephone to HMS Temeraire ext. 23994.

NEARLY 2,000 LEAVE EARLY IN SIX MONTHS

A TOTAL of 1,947 personnel from the Royal Navy and Royal Marines applied to leave the Service prematurely in the six months from August 1989 to January 1990.

This was stated, in answer to a Commons question, by Armed Forces Minister Mr. Archie Hamilton, who said the figure for the Army was 2,461 and for the Royal Air Force 2,974.

"We already survey the reasons why people leave early or have applied to do so," said Mr. Hamilton. "The main reasons are the effect on family life, the lack of job satisfaction and the expected prospects outside the Services — the latter being all to do with the flourishing economy in which we live."

Effort

The Minister also said, "A great effort is made, when Servicemen say that they want to leave, to talk to them and find out their reasons for leaving, and to do all that we can to

persuade them to stay."

Answering a question concerning notice-giving by senior ratings, the Minister said, "We are addressing a number of issues — for example, the Review of Allowances did not go down very well with the Royal Navy, and some of the worst aspects are now being reconsidered."

"We are also considering a number of other measures. We are mindful of the whole question of overstretch and the fact that people are working very hard, and we are considering whether that could be wound down also."

ROLLS ROYCE OF THE NAVY

THE Type 22 frigate HMS Brave is now operating with two of Rolls Royce's latest gas turbines, the Spey SMIC. This quiet, clean — in the modern word "green" — engine has also been attracting the attention of Dutch and Japanese visitors who have recently been on board.

Meanwhile the Brave, the first RN frigate, to have a permanent Sea King flight, has been operating her Sea King Mark 6, of 826 Squadron, in waters north of Scotland.

Now the frigate is to deploy, in company with other RN ships, to the Western Atlantic for exercises with Allied navies and visits to New York and Canada.

YARROW'S TYPE 23 AWARD

YARROW Shipbuilders has gained the prestigious Queen's Award for Technological Achievement for development of the Type 23 frigate.

This involved detail design and construction of the first-of-class ship HMS Norfolk, which is now accepted into naval service and undergoing trials.

Nine more Type 23s are on order. Five of these are from Yarrow's, with the second of them, HMS Lancaster, to be launched by the Queen on May 24.

'Cherry B' looks like odds on favourite

SHIPS are named after many things, but it is rarer for something to be named after a ship.

On a recent visit to Madras HMS Charybdis was surprised to learn that a racehorse had been given the ship's name. Apparently a local businessman was so impressed with the lines and grace of the Charybdis — not to mention her turn of speed — that he decided there could be no better name for his horse than that of the Greek goddess.

Charybdis is a two-year-old filly, well into training, and it is hoped to race her within the next year.



She stores to conquer

The gentle touch of the Dutch ...

HMS Cornwall pointed the way ahead when a woman naval officer stood watch on the bridge and also conned the ship during a replenishment-at-sea operation.

Lieut. Maja Trommelen, one of the two female officers of the watch in the mixed Dutch ship HNLMS Callenburgh, joined the Cornwall, now part of STANAVFORLANT, during a CROSSPOL operation which allows sailors from one ship to experience life on board an Allied vessel.

During her time in the Cornwall Lieut. Trommelen stood watches on the bridge, accompanied by one of the frigate's officers; took part in

the close manoeuvring alongside a supply vessel for the RAS; and toured all departments of the ship.

The Cornwall reports, "For many on board the idea of Wrens at sea is viewed even more favourably because of this successful trial."

Special Cornwall caps are in evidence in the picture as Lieut. Trommelen is seen conning the ship for the RAS. Foreground is AB(R) Garry Mullins, navigator's yeoman, and just out of shot were commanding officer (Capt. R.T.R. Phillips) and squadron navigating officer (Lieut. Cdr. Elliot Seatherton).

Tributes paid at Gallipoli

TWO Royal Navy frigates, HMS Argonaut and HMS Broadsword, were among ships from four nations which took part in the 75th anniversary of the Allied landings at Gallipoli.

Mrs Thatcher and Mr Bob Hawke, the Australian Prime Minister, laid wreaths beneath the memorial overlooking the Dardanelles. Accompanied by Defence Secretary Mr Tom King, Mrs Thatcher also paid tribute at the Helles Memorial to the 20,000 British sailors, marines and soldiers whose graves remain unknown.

Plymouth hand-over

FALKLANDS veteran HMS Plymouth has been handed over to her new owners, the Warship Preservation Trust, which plans to preserve the ship as a national memorial to all who served in the Falklands campaign.

The Plymouth, now moored on the River Tamar, was handed over on April 20 by Vice-Admiral Sir Alan Grose, Flag Officer Plymouth, to Sir Donald Gosling, chairman of the Appeal Committee, which raised the £205,000 needed to buy the ship. Sir Donald then handed the ship over to the chairman of the Warship Preservation Trust, Sir Philip Goodhart, MP.

Admiral of the Fleet Lord Lewin, Chief of the Defence Staff at the time of the Falklands conflict, attended the ceremony, together with several past commanding officers of the Plymouth, including Capt. David Pentreath, who commanded her in the Falklands. A number of other RN personnel who took part in the Falklands campaign were present.

It is hoped that the ship will later be on permanent show to visitors at Gosport.

Boost for home buyers

from page 1

eligible the individual must be on a pensionable engagement and must have passed for leading hand or be of higher rate or rank.

The sum advanced is interest-free and is normally repaid from salary over ten years, starting two years after the advance is made. If fewer than ten years remain to be served, the balance can be taken from terminal benefits.

Meanwhile, two improvements concerning the Review of Allowances have also been announced. In advance of the full policy evaluation of the Review, the enhancements affect areas of long-standing discontent.

One involves food charge waivers. All married and single personnel who do not pay food charges at their permanent place of duty (including seagoers temporarily landed and those in field conditions) who go on temporary or detached duty for any period will no longer be required to pay food charges for the first 30 days of any absence.

The other enhancement concerns relocation benefits during a final appointment or draft. Disturbance allowance and removal expenses will normally be payable to personnel who move into a home in their preference area in the UK at or towards the end of the last appointment or draft of a pensionable commission or engagement, provided the appointment/draft was not itself in their preference area.

Middleton's Bristol visit

UNDER Brunel's famous Clifton Suspension Bridge goes HMS Middleton on a five-day visit to Bristol, where she berthed in the city centre.

The programme included tours of British Aerospace and the Courage Brewery, socials at the RNR's HMS Flying Fox and Redland Police Club, and two unusual soccer matches. First the ship's team made a vain bid for the League status by playing a Bristol City side, which included five first team players! Surprise, surprise, City finished 12-1 victors. Then the ship played the CO's village team Backwell United — and had to be content with losing 4-1 after a hard but exciting game.

The opportunity was also taken for the commanding officer (Lieut. Cdr. Keith Riches) to present a Herbert Lott award with plenty of local flavour. LCK Gaz Evans, a Bristol "native", received an engraved tankard in recognition of his good cooking and significant contribution to the morale of the ship's company over the last two years.

PAX at a premium

THE specially-designed personal accident insurance (PAX) introduced to the Royal Navy last December has been well received.

Solid support is reported by the brokers, with a high number of units being bought — and the first claim paid within 48 hours of documentation being submitted.

In response to demand, a personal accident policy on similar lines, but with even higher benefits for the same premium, is now available to those leaving the Service who have been enrolled in PAX for six months or longer.

